
Public Scoping Comments – San Diego County

Appendix J



U.S. Department
of Transportation
**Federal Railroad
Administration**



COMMUNITY PLANS AND LIAISON
MARINE CORPS AIR STATION, MIRAMAR
BOX 452001
SAN DIEGO, CALIFORNIA 92145-2001

FAX TRANSMISSION COVER SHEET

Tel. (858) 577-6603 DSN: 267-6603 • Fax. (858) 577-6604 DSN: 267-6604

Date: 11/9/2009
From: Community Plans & Liaison Office, MCAS Miramar
To: Mr. Dan Leavitt, Deputy Director
Office: California High-Speed Rail Authority
Fax: 916 322 0827
Subject: Project EIR/EIS Public Scoping Meetings Comments

YOU SHOULD RECEIVE 6 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU
DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (858) 577-6603.

Remarks:

RE: Los Angeles to San Diego via Inland Empire Section HST Project EIR/EIS

Mr. Leavitt,

The following are comments from the Commanding Officer at Marine Corps Air Station Miramar regarding the proposed alignments shown at public scoping meetings in San Diego, California from October 13-15, 2009.

If you have any additional questions, please feel free to contact our office.



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION MIRAMAR
P.O. BOX 452001
SAN DIEGO, CA 92145-2001

11011
CPLO/HSR

05 NOV 2009

Mr. Dan Leavitt
Deputy Director, California High-Speed Rail Authority
ATTN Los Angeles to San Diego via Inland
Empire Section HST Project EIR/EIS
925 L Street Suite 1425
Sacramento, CA 95814

Dear Mr: Leavitt

SUBJECT: PROPOSED CALIFORNIA HIGH-SPEED TRAIN SYSTEM PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT
(EIR/EIS) PUBLIC SCOPING MEETING COMMENTS

This is in response to the public scoping meeting for the proposed California High-Speed Train System in San Diego County. As a member of this community, we support the expansion of mass transit and will continue to participate in the planning process for this region. To assist you in addressing the substantive context of our concerns, I have briefly summarized them below for your reference purposes. Previous statements provided to the San Diego Association of Governments (SANDAG) High-Speed Rail Task Force on May 13, 1999 are also provided for your convenience (enclosure (1)).

The proposed alignments occur within the Marine Corps Air Station (MCAS) Miramar Air Installations Compatible Use Zones (AICUZ) Area of Influence for land use planning purposes and beneath Federal Aviation Administration airspace surfaces associated with MCAS Miramar. As a result, any alignment alternatives in close proximity to MCAS Miramar would be directly affected by routine military operations and fixed and rotary-wing aircraft transiting to and from this installation. Of particular concern are the proposed alignment alternatives north of the base boundary that follow and/or intersect Miramar Road. These alignments are directly adjacent to or in close proximity to military family housing units as well as sensitive natural habitats in the vicinity of Eastgate Mall. The EIR should evaluate impacts to these resources as well as quality of life for military family members residing in affected housing. Furthermore, any disruption to federal infrastructure and services would also need to be identified and prevented, or mitigation measures implemented. The EIR must also evaluate the impacts associated with any alternatives that may limit the Marine Corp's ability to perform mission essential training and readiness requirements to meet national security objectives; we encourage dialogue with the Marine Corps to determine the extent of potential impacts to base operations.

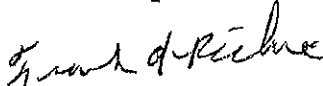
11011
CPLO/HSR

The EIR should examine noise, operational, and safety issues associated with the Miramar Road alternative. This proposed alternative would be in close proximity to the primary departure and arrival corridors, Field Carrier Landing Practice, Touch and Go and Ground Controlled Approach Flight patterns for Miramar operations, and thus, potentially subject to noise levels ranging from 65 to 80 decibels Community Noise Equivalent Level (CNEL). There is no effective mitigation for exterior noise from over-flight and the cumulative impacts of both the rail corridor traffic and transiting military aircraft should be examined further. The close proximity of these alignments to MCAS Miramar would also require a close examination of all electronic emissions to determine if there would be any interference with any air or land-based military operations. Any proposed tunneling along Miramar Road will necessitate close examination by the Department of Navy to determine whether any disruption of critical infrastructure (ex. fuel & natural gas lines) would negatively impact mission operations and create security concerns at MCAS Miramar and/or other Marine Corps and Navy facilities in San Diego County. Portions of the proposed alignments are within Accident Potential Zone (APZ) I, and the Marine Corps would need to closely examine all aspects of the high-speed rail system in order to make an informed determination of whether the proposed project would be a compatible land use in this area.

The EIR and any other studies should address all pending or potential transportation actions that could impact MCAS Miramar. Of particular concern to the Marine Corps is the analysis of Interstate 15 to Qualcomm Stadium and proposed acquisition of federal land for construction purposes. Any such needs would require that the Department of Defense (DoD) receive a formal written request from the California High-Speed Rail Authority to officially determine the viability of such a request and potential impacts to military operations at MCAS Miramar and in the San Diego County region.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Ms. Laura Thornton at (858) 577-6603.

Sincerely,



FRANK A. RICHIE
Colonel, U. S. Marine Corps
Commanding Officer
Marine Corps Air Station Miramar

Enclosure: 1. SANDAG High-Speed Rail Task Force

DOD STATEMENT TO SANDAG TRANSPORTATION HIGH SPEED RAIL TASKFORCE
13 MAY 1999

On behalf of the United States Marine Corps, DOD expresses the following concerns about the three proposed routes for High-Speed Rail (HSR) line placement in San Diego County.

The following comments are general in nature and should not be used to infer a preferred alignment. Any effort to make use of Marine Corps' land for HSR that would limit or impact on the Marine Corps ability to perform its mission in any way would not be approved. These impacts could take the form of electronic interference to flight operations, interference with any of the airfield approach or safety surfaces required for airfield operations, encroachment on base boundaries that would impact family housing, quality of life, environmentally sensitive areas, other surface traffic patterns, or any other interference.

Formal approval or adoption of any preferred alternative, if determined to be feasible, could not occur until the High-Speed Rail Authority (HSRA) completes the Consolidated Land and Airspace Management Planning process with the MCAS Miramar staff. Guidance on this process has been provided to the HSRA

Enclosure (1)

ENCLOSURE (1)

and they are in touch with the MCAS Miramar planning organization.

Any routes along I-15, on either side, will encroach on and impact some extremely sensitive environmental areas including very high quality vernal pools and habitat for the California gnatcatcher. All environmental documents for proposed future work must carefully consider the impacts to these area and all environmental issues at MCAS Miramar. Close coordination with and study of the pending Integrated Natural Resources Management Plan, to be released during the summer of 1999, is required.

MCAS Miramar has a critical shortage of military family housing. An Environmental Impact Statement is currently being prepared to study several sites about the Air Station which have been identified as suitable for housing, with potential for well over 1,000 units and ancillary facilities. All of these sites may eventually be required for housing of military families. Any study of proposed rail facilities must consider and avoid environmental impact to these areas, particularly noise impacts and blocking of access to ingress and egress.

All environmental studies must address all pending or proposed transportation actions that may affect MCAS Miramar, including

Enclosure (1)

the proposed I-805 expansion and additional commuter rail
service and lines.

Enclosure (1)

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370



December 1, 2009

Dan Leavitt
Attn: LA-SD HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Notice of Preparation of Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train project from Los Angeles to San Diego via the Inland Empire, CA

Dear Mr. Leavitt:

Please place us on your mailing list (both our San Francisco and San Diego offices) for the EIR/EIS and any other notices regarding the above-mentioned activity. Our San Francisco and San Diego Area office addresses are as follows:

Coastal Commission
Attn: Deborah Lee
San Diego Coast District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Coastal Commission
Attn: Mark Delaplaine
Federal Consistency Division
45 Freemont Street, Suite 2000
San Francisco, CA 94105-2219

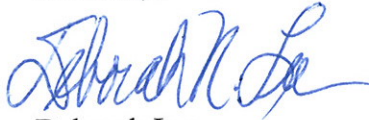
Portions of the above-referenced project (primarily those in San Diego County) may trigger the need for coastal development permits and/or federal consistency certifications from the Commission. Depending on which alternatives are ultimately selected for implementation, and which agency would be the project proponent, such activities may trigger the need for coastal development permits and/or federal consistency certifications or determinations from the Commission. The former procedure (coastal development permit) is triggered if the activity is located within the coastal zone and within an area where the Commission retains original permit jurisdiction.¹ This requirement arises under the California Coastal Act of 1976, as amended (Cal Pub. Res. Code ("PRC"), Division 20: Section 30000, et seq.). An alternative review mechanism that may be available is a public works facility review, under PRC Section 30605. The federal consistency procedures are triggered in the event the activity receives federal funding, requires federal permits (consistency certification), or is proposed by a federal agency (consistency determination), based on the requirements of Section 307 of the Coastal Zone Management Act 16 U.S.C. Section 1456 (with implementing regulations at 15 CFR Part 930).

¹ If the activity is within the Coastal Zone but outside of the Commission's area of original permit jurisdiction, a coastal development permit must be sought from the local government with coastal permit issuing authority.

In your investigation into potential impacts from the various design alternatives considered as a part of the proposed project, please consider resources protected under the Coastal Act. Sensitive resources in the potential project area could include the San Diego River, wetlands, and areas of coastal sage scrub. Public access and visual resources will also need to be protected within the corridor. It appears from preliminary review of available materials, the majority of these impacts would be located within the Coastal Zone of San Diego County. In your review, it will also be important to analyze and discuss the effects the proposed project may have on the ridership, operations, and phased implementation of projects in the LOSSAN corridor, due to the fact that a large component of the LOSSAN corridor within San Diego County is located within the Coastal Zone.

To determine whether any Coastal Commission coastal development permits are needed, please contact the San Diego District Office at (619) 767-2370. To determine whether the federal consistency process is triggered, please contact Mark Delaplaine, federal consistency coordinator, of the Commission staff at (415) 904-5200.

Sincerely,



Deborah Lee
District Manager

cc: San Francisco Federal Consistency Unit
State Clearinghouse

Kris Livingston

From: Eric Bassell [eric_bassell@dot.ca.gov]
Sent: Thursday, November 19, 2009 5:49 PM
To: HSR Comments
Cc: Martin Tuttle; Bill Figge; William A Mosby; Shirley Choate; Jess Avila; jmartinez@cordobacorp.com; Gary Arnold; Sam Amen; Reza Fateh; Joe Meraz; Chris Schmidt; Jacob Armstrong; Sharon Scherzinger; Tom Neumann; Laurie Berman; Ross Cather; Al Cox; scott morgan
Subject: LA-SD HST Section via the Inland Empire SCH2009091070
Attachments: SD_R54.258 HST Comments 111909 NOP_NOI.pdf

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority

Dear Mr. Leavitt:

Please find attached Caltrans comment letter for the Notice of Preparation/Notice of Intent, SCH2009091070 as part of the preparation of the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project (HST) segment from Los Angeles to San Diego via the Inland Empire. Please contact me if you have any questions. Please note that a hard copy has been mailed to your office.

Thank you.

Eric Bassell
Associate Transportation Planner
California Department of Transportation - Caltrans District 11, Planning Division Development Review Branch 4050 Taylor Street, MS-240 San Diego, CA 92110-2737
Office: (619) 688-6075 Fax: (619) 688-4299

(See attached file: SD_R54.258 HST Comments 111909 NOP_NOI.pdf)

DEPARTMENT OF TRANSPORTATION
DISTRICT 11 PLANNING DIVISION
4050 TAYLOR STREET, M.S. 240
SAN DIEGO, CA 92110
PHONE (619) 688-6681
FAX (619) 688-2511
TTY 711



*Flex your power!
Be energy efficient!*

November 19, 2009

11-SD-15
PM R54.258
NOP/NOI EIR/EIS
SCH 2009091070

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: California High-Speed Train Notice of Preparation (NOP)/Notice of Intent (NOI)

Dear Mr. Leavitt:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Notice of Preparation (NOP)/Notice of Intent (NOI) as part of the preparation of the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project (HST) segment from Los Angeles to San Diego via the Inland Empire. It should be noted this correspondence is a coordinated effort between Caltrans Districts 7, 8, and 11.

The primary area of concern pertains to the potential for construction and operational impacts of the project on the State Highway System (SHS). The design of the project within and near the SHS must be coordinated with Caltrans to ensure all physical and operational impacts on the SHS are mitigated. To that end, the California High Speed Rail Authority (Authority) has invited Caltrans to be a participating agency in the analysis of project alternatives and environmental studies. The invitation has been accepted and Caltrans has been developing a Master Agreement (MA) with the Authority to document the intent of the two agencies to work together.

The MA covers a number of specific topics relative to the studies and investigations affecting the SHS. While the MA has not been fully executed, it is the understanding that all work to be performed in the Caltrans rights-of-way (R/W) will be completed according to Caltrans standards (Policies and Procedures). Caltrans has reviewed the Authority's Project-Level Environmental Methodologies and the Alternative Analysis Methodologies documents. Caltrans understands that the Authority is proposing to use both of these documents as technical guides in performing the environmental analysis for the HST Project.

The following comments focus on areas that need to be addressed in the environmental documents regarding the implementation of the HST project and the potential impacts to both State facilities and the surrounding local jurisdictional areas.

Coordination with Regional and Local Partners

The Authority has executed a Memorandum of Understanding (MOU), contract number 5001186, by and between the Authority, San Diego Association of Governments (SANDAG), Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Riverside County Transportation Commission (RCTC) and San Diego County Regional Airport Authority for preparation of studies for the Los Angeles to San Diego via Inland Empire proposed High-Speed Passenger Rail Corridor and the Regional Air-Rail Network. Continued coordination with these agencies, local jurisdictions, and Caltrans will help assure that the impacts of the planned project are fully disclosed to affected communities. It is emphasized that the Authority works closely with the regional and local jurisdictions to provide community involvement to encourage ownership in the proposed HST Project.

Coordination with Planned Regional Transportation Plan Projects

It is important that the Authority consider currently planned and future transportation projects along State highway facilities during all phases of project development. Transit improvements to increase mobility throughout the SHS should also be considered during all phases of project development. Planned and future projects potentially affected by the proposed HST segment in Districts 7, 8, and 11 are identified in the SCAG Regional Transportation Plan (RTP), adopted in 2008, the Regional Transportation Improvement Program (RTIP), Metro's Long Range Transportation Plan (LRTP) and the 2030 Regional Transportation Plan (RTP) adopted by the SANDAG in 2008 are the blueprint for transportation projects in the region.

Specific planned and future transportation improvements along the HST corridor include, but are not limited to those identified in Attachment A. Current updating of regional plans that will cover the region's traffic needs to the year 2050 could change the corridor specifics listed in Attachment A.

Traffic Impact Analysis

The planned project includes new HST Stations that will result in traffic circulation reconfiguration and a traffic volume increase accessing the HST stations. The impacts to the SHS should be included in the Traffic Impact Study (TIS).

A TIS must also include the proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to include the appropriate mitigation measures.

The study guideline is located at the following website:

<http://www.dot.ca.gov/hq/trafficops/developserv/operationalsystems/reports/tisguide.pdf>

Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

Affected State-owned signalized intersections can be found in the Caltrans Highway Design Manual, Chapter 400 Topic 406, page 400-33 for intersecting lane vehicle (ILV) analysis. The *Caltrans Guide for the Preparation of Traffic Impact Studies* allows for the use of the Highway Capacity Manual method for signalized intersection analysis.

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips, the Caltrans maximum limit (100 peak hour trips). State highway facilities that are already experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 (per TIS) peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps within the TIS study area should be analyzed.

The data used in the TIS should not be more than 2 years old.

Highway and rail maintenance protocols known as Construction and Maintenance agreements (C and M) will be developed where facilities overlap. Other agreements may be needed between the two agencies.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) regulations.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. Mitigation improvements should be compatible with Caltrans concepts.

Upon adoption of traffic mitigation measures, the Authority shall monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS), but in no case shall the improvements negatively affect the intersections. Should the LOS reach unacceptable levels, the HSRA should accelerate mitigation measures to fully mitigate impacts.

Alternatives Analysis and Preliminary Engineering

The Authority should coordinate with Caltrans regarding all alternatives impacting the State R/W.

Preliminary engineering plans for all alternatives should be submitted to Caltrans for evaluation and review. All future development adjacent to a State Route, whether the entitlement is deemed by the Authority to be discretionary or ministerial, should be submitted to Caltrans for review.

Community Impacts

All proposed HST stations should provide regional multi-modal connectivity and should be located at or near existing or planned smart growth areas. Also, the TIS must include the proposed HST stations impact analysis on the State and local transportation facilities.

Visual impact studies of the planned alignments and stations are required. The visual study should include the mitigation measures to the proposed change in views of the site and evaluate the impact of the proposed changes.

Airport Compatibility

The HST alignment and stations may have a direct impact on existing public-use airports. The transportation opportunities afforded to the traveling public and any potential change in the demand for airport facilities should be assessed.

In accordance with CEQA, Public Resources Code Section 21096, the Caltrans Airport Land Use Planning Handbook must be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or, if such a plan has not been adopted, within two miles of an airport. The Handbook is a resource that should be applied to all public use airports and is published on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

Traffic Control Plan (TCP)

A TCP or construction traffic impact study is required by Caltrans for approval prior to construction for work within or adjacent to Caltrans R/W. The plans shall be prepared in accordance with Caltrans' manual - *Traffic Controls for Construction and Maintenance Work Zones*. Traffic restrictions and pedestrian/bicycle detours will also need to be addressed. All work proposed within the State R/W will require lane and shoulder Requirement Charts. All roadway features (e.g. signs, pavement delineation, roadway surface, etc.) within the State R/W must be protected, maintained in a temporary condition, and/or restored.

Transportation Management Plan (TMP)

A TMP will be required. The TMP must identify potential traffic delays and keep the delays to Caltrans maximum. Any proposed closures or detours during project construction must be

approved by the District Traffic Manager. Construction activities affecting the traveling public may be limited by the Lane Requirement Charts and by the use of engineering judgment. All bus and rail transit providers affected by the project should be notified well in advance of construction of the project in order to minimize any transit service disruptions.

Environmental

Caltrans will review and comment on the effects within and to the Caltrans right of way. All documents shall be sufficient for Caltrans' approval actions as necessary as a CEQA responsible agency, NEPA cooperating agency (if applicable) and that it does not conflict with Caltrans' owner-operator responsibilities. All environmental studies and documents prepared to address affects within and to the Caltrans right of way shall contain the same or equivalent level of environmental analysis at the Caltrans' Standard Environmental Reference (<http://www.dot.ca.gov/ser> and <http://www.dot.ca.gov/ser/forms.htm>).

The HSRA must address noise impacts caused by any changes in the vertical or horizontal alignment of a Caltrans roadway by following the Caltrans' Traffic Noise Analysis Protocol (August 2006).

The HSRA must also satisfy stormwater requirements by complying with the Caltrans Construction General Permit of July 1, 2010, the Caltrans MS-4 NPDES Permit, the Caltrans Stormwater Management Plan, and the Storm Water Quality Handbook - Project Planning and Design Guide (May 2007).

Encroachment/Project Development Work in Caltrans R/W

Any work performed within Caltrans R/W will require discretionary review and approval by Caltrans District in which it resides. Current policy allows Highway Improvement Projects costing \$1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than \$1 million but less than \$3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process.

Highway Improvement Projects priced at greater than \$3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents, Project Study Reports, and Cooperative Agreements).

Construction within State Highway R/W must include the appropriate engineering plans consistent with Caltrans Standards and Specifications and signed and stamped by a professional engineer registered in the State of California. The Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements. The authority will

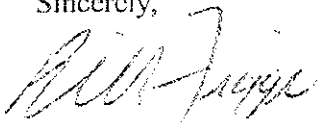
not advertise the construction contract within Caltrans R/W until Caltrans issues an encroachment permit for the work. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158.

Caltrans anticipates being an active partner in coordinating with the Authority in the preparation and development of the project EIR/EIS to ensure Caltrans standards are met and to avoid or minimize potential impacts to Caltrans facilities and resources. Caltrans shares the Authority's goal to improve mobility across California and will continue to work with the Authority to help advance the implementation of the HST project.

Caltrans has assigned a project manager in each District to coordinate the project approval. For further information regarding this matter, please contact our Statewide coordinator Mr. Jess Avila, at (916) 227-9848 or email Jess_avila@dot.ca.gov. The Deputy District Directors for Planning in District 7 and 8, are Jim McCarthy and William A. Mosby, who concur with these comments.

If you need further information or have, any questions, regarding this correspondence, please contact Chris Schmidt at (619) 220-7360 or email chris_schmidt@dot.ca.gov.

Sincerely,



BILL FIGGE
Deputy District Director, Planning Division

Attachment A

cc: Jim McCarthy, Deputy District Director, District 7
William A. Mosby, Deputy District Director, District 8
Jose Martinez, Los Angeles to San Diego Regional Manager, California High-Speed Rail Authority
Jess Avila, California High-Speed Rail Authority Coordinator, Caltrans
Gary Arnold, Statewide LD-IGR Coordinator, Caltrans
Sam Amen, HST Program Manager, Caltrans District 11
Reza Fateh, HST Program Manager, Caltrans District 7
Joe Meraz, Project Manager, Caltrans District 7
Chris Schmidt, Senior Transportation Planner, Caltrans District 11
Jacob Armstrong, Senior Transportation Planner, Caltrans District 11
Scott Morgan, State Clearance House

Attachment A

District 7 Planned and Future Projects

I-10 HOT Lane Demonstration Project

State Route 60 HOV Lanes

State Route 60/Lemon Street Interchange (New)

I-605/I-10 direct HOV Connector Project

I-10 HOV Lanes

710 Freeway Extension Project

State Route 71 Grade Separation Project

Metro Gold Line Extension Project

District 8 Planned and Future Projects

Route 15 Riverside County

NEAR CORONA AT I-15/CAJALCO RD IC - RECONSTRUCT/REALIGN & WIDEN CAJALCO RD FROM 2 TO 6 LANES FROM TEMESCAL CYN RD TO BEDFORD CYN RD & RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES.

FRENCH VALLEY PKWY IC/ARTERIAL PHASES: CONSTRUCT 6 LN IC (JEFFERSON TO YNEZ) & RAMPS, NB/SB AUX LN, CD LNS (3 LNS NB & SB) & MODIFY WINCHESTER RD IC (I-215 PM: 8.2-9.5) (EA:43270)

ON I-15 S/O TEMECULA - CONSTRUCT NEW EASTERN BYPASS/I-15 IC (4 LANES, 2 LANES IN EACH DIRECTION) & RAMPS (1 LANE) WITH EASTERLY 4 LANE ARTERIAL CONNECTION APPROXIMATELY 2 MILES AT NEW EASTERN BYPASS ARTERIAL/IC BETWEEN PM 0.0 TO 2.0 ON I-15

FROM SR-74 TO SAN BERNARDINO COUNTY LINE - BUILD HOV/HOT LANES: 2 HOV3+/HOT EACH DIR

Route 215 Riverside County

ON I-215/SR91/SR60, RIV I215 COR IMPROV PROJ - FROM 60/91/215 JCT TO 60/215 SPLIT - WIDEN 6 TO 8 LNS, INCLUDING MAINLINE/ IC IMPROVS, ADD HOV, AUX, & SB TRUCK CLIMB LN (EA: 3348U1)

ON I-215 (N/O EUCALYPTUS AVE TO S/O BOX SPRINGS RD) & SR60 (DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 TO 13.31) AND MINOR WIDENING TO BOX SPRINGS RD FROM 2 TO 4 LNS (APPROX 350 METERS) BTWN MORTON RD & BOX SPRINGS RD/FAIR ISLE IC (EA: 449311)

ON I-215 IN SW RIV CO FROM MURRIETA HOT SPRINGS RD TO SCOTT RD: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION (WIDENS I-215 FROM 4 TO 6 MF LANES - 3 IN EACH DIRECTION) (EA: 0F161)

ON I-215 IN SW RIV CO FROM SCOTT RD TO NUEVO RD IC: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION (WIDENS I-215 FROM 4 TO 6 LANES - 3 IN EACH DIRECTION) (EA: 0F162) (PA&ED)

(Attachment A continued)

Route 10 San Bernardino County

I-10 TIPPECANOE INTERCHANGE I/C CONFIGURATION & ADD AUX LANES; HP#1366 (AUX LANE IS FOR EASTBOUND TRAFFIC FROM WATERMAN ON-RAMP TO TIPPECANOE OFF-RAMP).

I-10 AT GROVE INTERCHANGE AND GROVE AVE. CORRIDOR - RELOCATE I/10 & 4TH ST. I/C TO GROVE AVE. AND WIDEN GROVE AVE BETWEEN I-10 TO HOLT (WIDEN 4-6 LANES)

I-10 FROM HAVEN TO FORD - ADD 1 HOV LANE EACH DIRECTION, WIDEN UC'S, RECONSTRUCT RAMPS (PM7.4-34.0)

Route 215 San Bernardino County

I-215 BI-COUNTY IMPROVMT PROJECT - I-215 FROM - SR60/SR91/I-215 I/C IN RIVERSIDE TO ORANGE SHOW RD. IN SAN BERNARDINO- ADD 1 HOV & 1 MIXED FLOW LN IN EA.DIR.& ADD DECEL AND ACCEL LNS W/LOCAL RDS W/ ADDITIONAL IMPROVMTNS AT COLUMBIA AVE, CENTER ST., IOWA AVE, WASHINGTON

Rail Project San Bernardino County

IN COLTON FROM 0.2 MIL (0.3 KM) W/O RANCHO AVE TO 0.9 MI (1.5 KM) E/O LA CADENA DRIVE - CONSTRUCT RR TO RR GRADE SEPARATION

District 11 Planned and Future Projects

Major Capital Improvements - these projects are included in the SANDAG November 2007 Regional Transportation Plan.

Transit Facilities

Mid-Coast Light Rail – Project proposes to extend light rail transit (LRT) service from the Old Town Transit Center to the University City community serving major activity centers such as the University of California, San Diego (UCSD), University Town Center (UTC), Old Town, and Downtown San Diego. The extension runs parallel to I-5 from Old Town to UCSD.

HOV and Managed Lane Facilities

Interstate I-5 from PM R20.0 to PM R30.7 and Interstate I-15 from PM M12.1 to PM R31.5. Improvements include additional Freeway (F), High Occupancy Vehicle (HOV), Managed Lanes (ML) and Moveable Barrier (MB) lanes throughout.

FREE-WAY	FROM	TO	EXISTING	REVENUE CONSTRAINED	REASONABLY EXPECTED 2007	UNCONSTRAIN-ED 2007
I-5	I-8	La Jolla Village Dr	8F/10F	8F/10F + 2 HOV	8F/10F + 2 HOV	10F+2HOV
I-5	La Jolla Village Dr.	I-5/I-805 Merge	8F/14F	8F/14F + 2 HOV	8F/14F + 2 HOV	8F/14F + 4ML
I-15	SR-163	SR-56	8F + 2ML (R)	6F	6F	8F+2HOV
I-15	SR-56	Centre City Pkwy.	8F	8F+2HOV	8F+2HOV	8F+2HOV
I-15	Centre City Pkwy.	SR-78	8F	10F+4ML/MB	10F+4ML/MB	10F+4ML/MB
I-805	SR-52	Carroll Canyon Road	8F	8F + 4ML	8F + 4ML	8F + 4ML

(Attachment A continued)

HOV and BRT Connectors

Interstate I-5 from PM R30.7 and Interstate I-15 from PM R31.5

Improvements include High Occupancy Vehicle (HOV) and Bus Rapid Transit (BRT) Connectors.

FREEWAY	INTERSECTING	MOVEMENT
I-5	I-805	North to North & South to South
I-15	SR-78	East to South & North to West

Highway Widening, Arterials, and Freeway Interchanges

Interstate I-15 from PM R31.5 to PM R54.3

Improvements include additional Freeway (F) and Toll lanes throughout.

FREE-WAY	FROM	TO	EXISTING	REVENUE CONSTRAINED	REASONABLY EXPECTED 2007	UNCONSTRAINED 2007
1-15	SR-78	Riverside County	8F	8F	8F+4 Toll	8F +4 Toll

The following specific projects are in progress:

SD I-805 from 23.3 to 27.7 - Construct managed lanes north.

In San Diego County in San Diego on R805 from 0.4 mile of R805/State Route 52 (SR-52) separator to 0.6 mile south of the Sorrento Valley under-crossing and on SR-52 from .2 mile west to .4 mile east of I-805/SR-52 separation PM 23.3/27.7; R52 3.5/4.1.

Timeline: PS&E 8/11/2015, Approve Contract - 2/12/2016

EB Interstate (I-8) to NB Interstate 5 (I-5) - Construct auxiliary lanes/widen connector.

On SD I-5 from PM 19.9 to 22.5. On I-5 from 0.1 KM south of junction with I-8 and on the right lanes thru the Sea World Drive interchange on I-8 from I-8/I-5 PM 20.0 separation to 0.6 KM east of Morena Blvd. under-crossing.

Timeline: PA&ED – 2010, Complete – 2018

North Interstate 805 (I-805) HOV Lanes Project

Construction of a high occupancy vehicle (HOV) lane in each direction along Interstate 805 from Interstate (I-5) PM 28.9 to PM 26.8 Carroll Canyon Road and construction of a northerly Direct Access Ramp (DAR) from the Carroll Canyon Road Extension to the HOV lanes (Unit 2).

Timeline: Construction – 2009 Complete 2011

Interstate 15 (I-15) Express Lanes project – Construct managed lanes.

The I-15 Express Lanes will provide a four lane, 20 mile express lane facility in the median of the I-15 stretching from State Route 163 (SR-163) PM M12.1 north to State Route 78 (SR-78) PM R31.5.

Timeline: Completion 2012

San Diego International Airport Lindbergh Field - Short-term improvements.

Improvements include the addition of 10 new gates to Terminal 2 West and various airfield, parking, and roadway improvements. New Car Rental facility on southside of Pacific Highway @ Sassafras immediately adjacent to I-5 and Airport and the planned Inter-modal Center.

Timeline: Completion - TBD

Sea World Drive – Project Study Report (PSR)

Sea World Drive runs in an east-west direction within the City of San Diego. The project limits are bounded to the west by the intersection of Sea World Drive and Pacific Highway/East Mission Bay Drive and to the east by the intersection of Tecolote Road and Morena Boulevard. The proposed improvements will enhance safety, provide congestion relief, and improve access to I-5 by reconfiguring the interchange to accommodate a northbound loop on-ramp to I-5. Timeline: EIR/EA - 10/2012



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor



December 2, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L. Street, Suite 1425
Sacramento, CA 95814

Subject: Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire.

Dear Mr. Leavitt:

The Department of Fish and Game (Department) has reviewed the above-referenced Notice of Preparation (NOP), for a Draft Environmental Impact Report (DEIR), relative to impacts to biological resources. The California High-Speed Rail Authority will prepare a DEIR for project-level impacts throughout Los Angeles, Orange and San Diego Counties.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1). This should include a complete floral and faunal species compendium of the entire project site, undertaken at the appropriate time of year.
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).
 - d. The Department's Biogeographic Data Branch in Sacramento should be contacted at (916) 322-2493 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12

Conserving California's Wildlife Since 1870

of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
 - a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.
 - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to removal/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory non-game native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory non-game birds as listed under the MBTA.
 - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
 - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian

habitats, alluvial scrub, coastal sage scrub, Joshua tree woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with offsite mitigation locations clearly identified.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) incidental take permit is required if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:
 - a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan is required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 500 feet from the outside edge of the riparian zone on each side of a drainage.
 - a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies,

the Department as a responsible agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

6. Project Specific Comments to be addressed in the Draft Environmental Impact Report.

Consistency with Existing and Draft Regional Conservation Plans

The Department believes that a linear project of this magnitude, extending through diverse and biologically rich habitats, merits a thorough discussion regarding the impacts that the High-Speed Train (HST) System (including connected actions and alternatives) could have on meeting the goals and objectives articulated in existing and draft Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) efforts. It is the policy of the Department to promote and foster the development of planning strategies at the ecosystem level through active participation in local development of regional NCCP/HCP's, which often include innovative multiple species habitat conservation planning efforts (e.g., Multiple Species Conservation Program (MSCP)). The success of these plans is reliant on maintaining core biological resource areas and habitat linkages that are essential to the long-term biological viability of associated flora and fauna. Therefore, the Project EIR/EIS needs to provide a thorough discussion/analysis on this topic. We believe the proposed project could cause excessive impacts and loss of biologically sensitive lands and resources within those portions of County affected by the HST System. These lands (associated with the aforementioned MSCP) are being conserved and managed for a variety of purposes including: (a) preservation and protection of rare and sensitive habitats; (b) conservation of wildlife dependent upon those habitats; (c) restoration of habitat; (d) creation of habitat (e.g., wetland habitat); (e) management of natural resources; (f) scientific research; and (g) long-term monitoring of plants and animals associated with the lands. The Department strongly recommends providing a separate discussion in the Project EIR/EIS to identify the proposed project's effects (including connected actions and alternatives) on conservation strategies that are outlined within existing or draft NCCP/HCP's (i.e., City of San Diego's MSCP Subarea Plan and County of San Diego's draft North County MSCP). We would emphasize that the success of these NCCP/HCP's is also dependent on the coordination of participating local jurisdictions and other entities to ensure that there are interconnected, contiguous preserves that meet the survival and recovery needs of multiple species in perpetuity. Federal and State Incidental Take Permits (ITPs) for endangered/threatened species have been issued to local jurisdictions within San Diego County based upon plan conservation levels and conserved habitat configuration. If those conservation levels, and the locations of conserved lands, are significantly altered by the HST project, then ITPs for the NCCP plans may have to be modified. This could potentially affect a much broader area than just the footprint of the HST project, as the jurisdictions rely upon the plan ITPs to address take of listed species throughout their jurisdictional areas. A thorough analysis of the regulatory impacts of the HST system needs to also be included in the EIR/EIS.

We would encourage the HST System incorporate the goals, objectives, and preserve design criteria associated with the NCCP/HCP's; absent consideration in these areas could severely compromise the biological functions and values and geographical integrity these plans were envisioned to achieve. For example, the proposed project, as currently designed, may significantly affect biological core viability in designated preserve areas (i.e., habitat fragmentation via physical barrier between designated preserve areas and associated linkages/corridors). We recommend that every effort be directed at evaluating and considering alternative routes that clearly avoid and minimize impacts to native vegetation communities and associated species. This can partially be accomplished by adherence to the conservation objectives identified within approved and draft NCCP/HCP subarea plans that the HST System would bisect and then applying the principle conservation strategies outlined within those plans. Consequently, consistency with the overarching goals, objectives, and conditions set forth by all applicable plans will ensure conservation of the biological resources, sensitive habitats, and high biological diversity of the region.

Adequacy of Environmental Review under CEQA

The Department is particularly interested in the Project EIR/EIS thoroughly describing "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives," as required by Section 15126.6 (a) of the CEQA Guidelines. The discussion must include alternatives, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (Section 15126.6 [b] of the CEQA Guidelines). In order for the Department to utilize the final document as a responsible agency, the alternatives must include those which avoid or otherwise minimize impacts to sensitive biological resources that are regulated by Fish and Game Code. The authority must ensure that in the process of determining the improvements that will ultimately be developed into projects, those alternatives which would avoid or minimize impacts to biological resources are not precluded at the Project EIR/EIS stage. Due to the highly developed nature of portions of this corridor, the remaining fish and wildlife resources are already highly constrained. These resources should be identified in the Project EIR/EIS, and alternatives developed that will retain existing resources; alternatives which provide opportunities to improve the existing conditions should also be explored, and evaluated in a regional context in the Project EIR/EIS. This includes water quality and wildlife movement corridors that have been degraded in the past and that could be improved through the design and incorporation of appropriate features within the HST System corridor.

Biological impacts, associated mitigation measures, and mitigation requirements

Adequate mitigation plans require a detailed project impact analysis, which in turn relies upon accurate and up-to-date biological assessments of resources that may be affected by the proposed project. In the case of the HST project, detailed biological surveys of primary and alternative routes must be conducted. A regional-scale assessment and impact analysis is not adequate. A priority should be directed at formulating mitigation measures that avoid and minimize direct and indirect biological impacts. The Project EIR/EIS should clearly commit that impacts to habitats

occupied by listed species would be offset through the preservation of occupied habitat of equal or greater conservation value than the habitat impacted, with the final determination to be made in cooperation with the Department. Any unmitigable impacts to sensitive species and unique habitat types should be considered significant under the CEQA. Measures to adequately mitigate for significant impacts should be articulated and analyzed in the Project EIR/EIS. Further, to be considered legally adequate under CEQA, mitigation measures must be capable of rectifying the impact by repairing, rehabilitating, or restoring the impacted environment and/or reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action (CEQA Guidelines, §15370). For each significant effect, the Project EIR/EIS must identify specific measures and articulate the potential mitigation measures that are available (e.g., identify the specific location where impacts for each species and/or habitat would take place and the acreage of mitigation available for each potential mitigation site). Each measure should be discussed separately, and the reasons for choosing one over the other should be stated.

In addition to complying with CEQA requirements, the project will require consultation with the Department under the California Endangered Species Act (CESA) should any State-listed species be impacted by the project. State ITPs will be required if such impacts occur, and the project must meet the "fully mitigated" standard that is required under CESA.

The Department also has regulatory authority with regard to activities occurring in streams and/or lakes that could adversely affect any fish or wildlife resource. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required.

Thank you for this opportunity to provide comment. Questions regarding this letter and further coordination on these issues should be directed to Ms. Kelly Schmoker, Staff Environmental Scientist, at (626) 848-8382.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Edmund Pert', is written over a light blue circular stamp.

Edmund Pert
Regional Manager
South Coast Region

cc: Ms. Helen Birss, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel
Ms. Kelly Schmoker, Pasadena
Mr. Scott Harris, Pasadena
State Clearinghouse, Sacramento

Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities

State of California
CALIFORNIA NATURAL RESOURCES AGENCY
Department of Fish and Game
November 24, 2009¹

INTRODUCTION AND PURPOSE

The conservation of special status native plants and their habitats, as well as natural communities, is integral to maintaining biological diversity. The purpose of these protocols is to facilitate a consistent and systematic approach to the survey and assessment of special status native plants and natural communities so that reliable information is produced and the potential of locating a special status plant species or natural community is maximized. They may also help those who prepare and review environmental documents determine when a botanical survey is needed, how field surveys may be conducted, what information to include in a survey report, and what qualifications to consider for surveyors. The protocols may help avoid delays caused when inadequate biological information is provided during the environmental review process; assist lead, trustee and responsible reviewing agencies to make an informed decision regarding the direct, indirect, and cumulative effects of a proposed development, activity, or action on special status native plants and natural communities; meet California Environmental Quality Act (CEQA)² requirements for adequate disclosure of potential impacts; and conserve public trust resources.

DEPARTMENT OF FISH AND GAME TRUSTEE AND RESPONSIBLE AGENCY MISSION

The mission of the Department of Fish and Game (DFG) is to manage California's diverse wildlife and native plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. DFG has jurisdiction over the conservation, protection, and management of wildlife, native plants, and habitat necessary to maintain biologically sustainable populations (Fish and Game Code §1802). DFG, as trustee agency under CEQA §15386, provides expertise in reviewing and commenting on environmental documents and makes protocols regarding potential negative impacts to those resources held in trust for the people of California.

Certain species are in danger of extinction because their habitats have been severely reduced in acreage, are threatened with destruction or adverse modification, or because of a combination of these and other factors. The California Endangered Species Act (CESA) provides additional protections for such species, including take prohibitions (Fish and Game Code §2050 *et seq.*). As a responsible agency, DFG has the authority to issue permits for the take of species listed under CESA if the take is incidental to an otherwise lawful activity; DFG has determined that the impacts of the take have been minimized and fully mitigated; and, the take would not jeopardize the continued existence of the species (Fish and Game Code §2081). Surveys are one of the preliminary steps to detect a listed or special status plant species or natural community that may be impacted significantly by a project.

DEFINITIONS

Botanical surveys provide information used to determine the potential environmental effects of proposed projects on all special status plants and natural communities as required by law (i.e., CEQA, CESA, and Federal Endangered Species Act (ESA)). Some key terms in this document appear in **bold font** for assistance in use of the document.

For the purposes of this document, **special status plants** include all plant species that meet one or more of the following criteria³:

¹ This document replaces the DFG document entitled "Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened and Endangered Plants and Natural Communities."

² <http://ceres.ca.gov/ceqa/>

³ Adapted from the East Alameda County Conservation Strategy available at http://www.fws.gov/sacramento/EACCS/Documents/080228_Species_Evaluation_EACCS.pdf

- Listed or proposed for listing as threatened or endangered under ESA or candidates for possible future listing as threatened or endangered under the ESA (50 CFR §17.12).
- Listed⁴ or candidates for listing by the State of California as threatened or endangered under CESA (Fish and Game Code §2050 *et seq.*). A species, subspecies, or variety of plant is **endangered** when the prospects of its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, disease, or other factors (Fish and Game Code §2062). A plant is **threatened** when it is likely to become endangered in the foreseeable future in the absence of special protection and management measures (Fish and Game Code §2067).
- Listed as rare under the California Native Plant Protection Act (Fish and Game Code §1900 *et seq.*). A plant is **rare** when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens (Fish and Game Code §1901).
- Meet the definition of rare or endangered under CEQA §15380(b) and (d). Species that may meet the definition of rare or endangered include the following:
 - Species considered by the California Native Plant Society (CNPS) to be "rare, threatened or endangered in California" (Lists 1A, 1B and 2);
 - Species that may warrant consideration on the basis of local significance or recent biological information⁵;
 - Some species included on the California Natural Diversity Database's (CNDDDB) *Special Plants, Bryophytes, and Lichens List* (California Department of Fish and Game 2008)⁶.
- Considered a **locally significant species**, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA §15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G). Examples include a species at the outer limits of its known range or a species occurring on an uncommon soil type.

Special status natural communities are communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects. These communities may or may not contain special status species or their habitat. The most current version of the Department's *List of California Terrestrial Natural Communities*⁷ indicates which natural communities are of special status given the current state of the California classification.

Most types of wetlands and riparian communities are considered special status natural communities due to their limited distribution in California. These natural communities often contain special status plants such as those described above. These protocols may be used in conjunction with protocols formulated by other agencies, for example, those developed by the U.S. Army Corps of Engineers to delineate jurisdictional wetlands⁸ or by the U.S. Fish and Wildlife Service to survey for the presence of special status plants⁹.

⁴ Refer to current online published lists available at: <http://www.dfg.ca.gov/biogeodata>.

⁵ In general, CNPS List 3 plants (plants about which more information is needed) and List 4 plants (plants of limited distribution) may not warrant consideration under CEQA §15380. These plants may be included on special status plant lists such as those developed by counties where they would be addressed under CEQA §15380. List 3 plants may be analyzed under CEQA §15380 if sufficient information is available to assess potential impacts to such plants. Factors such as regional rarity vs. statewide rarity should be considered in determining whether cumulative impacts to a List 4 plant are significant even if individual project impacts are not. List 3 and 4 plants are also included in the California Natural Diversity Database's (CNDDDB) *Special Plants, Bryophytes, and Lichens List*. [Refer to the current online published list available at: <http://www.dfg.ca.gov/biogeodata>.] Data on Lists 3 and 4 plants should be submitted to CNDDDB. Such data aids in determining or revising priority ranking.

⁶ Refer to current online published lists available at: <http://www.dfg.ca.gov/biogeodata>.

⁷ <http://www.dfg.ca.gov/biogeodata/vegcomp/pdfs/natcomlist.pdf>. The rare natural communities are asterisked on this list.

⁸ <http://www.wetlands.com/regs/ltpge02e.htm>

⁹ U.S. Fish and Wildlife Service Survey Guidelines available at <http://www.fws.gov/sacramento/es/protocol.htm>

BOTANICAL SURVEYS

Conduct botanical surveys prior to the commencement of any activities that may modify vegetation, such as clearing, mowing, or ground-breaking activities. It is appropriate to conduct a botanical field survey when:

- Natural (or naturalized) vegetation occurs on the site, and it is unknown if special status plant species or natural communities occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- Special status plants or natural communities have historically been identified on the project site; or
- Special status plants or natural communities occur on sites with similar physical and biological properties as the project site.

SURVEY OBJECTIVES

Conduct field surveys in a manner which maximizes the likelihood of locating special status plant species or special status natural communities that may be present. Surveys should be **floristic in nature**, meaning that every plant taxon that occurs on site is identified to the taxonomic level necessary to determine rarity and listing status. "Focused surveys" that are limited to habitats known to support special status species or are restricted to lists of likely potential species are not considered floristic in nature and are not adequate to identify all plant taxa on site to the level necessary to determine rarity and listing status. Include a list of plants and natural communities detected on the site for each botanical survey conducted. More than one field visit may be necessary to adequately capture the floristic diversity of a site. An indication of the prevalence (estimated total numbers, percent cover, density, etc.) of the species and communities on the site is also useful to assess the significance of a particular population.

SURVEY PREPARATION

Before field surveys are conducted, compile relevant botanical information in the general project area to provide a regional context for the investigators. Consult the CNDDDB¹⁰ and BIOS¹¹ for known occurrences of special status plants and natural communities in the project area prior to field surveys. Generally, identify vegetation and habitat types potentially occurring in the project area based on biological and physical properties of the site and surrounding ecoregion¹², unless a larger assessment area is appropriate. Then, develop a list of special status plants with the potential to occur within these vegetation types. This list can serve as a tool for the investigators and facilitate the use of reference sites; however, special status plants on site might not be limited to those on the list. Field surveys and subsequent reporting should be comprehensive and floristic in nature and not restricted to or focused only on this list. Include in the survey report the list of potential special status species and natural communities, and the list of references used to compile the background botanical information for the site.

SURVEY EXTENT

Surveys should be comprehensive over the entire site, including areas that will be directly or indirectly impacted by the project. Adjoining properties should also be surveyed where direct or indirect project effects, such as those from fuel modification or herbicide application, could potentially extend offsite. Pre-project surveys restricted to known CNDDDB rare plant locations may not identify all special status plants and communities present and do not provide a sufficient level of information to determine potential impacts.

FIELD SURVEY METHOD

Conduct surveys using **systematic field techniques** in all habitats of the site to ensure thorough coverage of potential impact areas. The level of effort required per given area and habitat is dependent upon the vegetation and its overall diversity and structural complexity, which determines the distance at which plants can be identified. Conduct surveys by walking over the entire site to ensure thorough coverage, noting all plant taxa

¹⁰ Available at <http://www.dfg.ca.gov/biogeodata/cnddb>

¹¹ <http://www.bios.dfg.ca.gov/>

¹² Ecological Subregions of California, available at <http://www.fs.fed.us/r5/projects/ecoregions/toc.htm>

observed. The level of effort should be sufficient to provide comprehensive reporting. For example, one person-hour per eight acres per survey date is needed for a comprehensive field survey in grassland with medium diversity and moderate terrain¹³, with additional time allocated for species identification.

TIMING AND NUMBER OF VISITS

Conduct surveys in the field at the time of year when species are both evident and identifiable. Usually this is during flowering or fruiting. Space visits throughout the growing season to accurately determine what plants exist on site. Many times this may involve multiple visits to the same site (e.g. in early, mid, and late-season for flowering plants) to capture the floristic diversity at a level necessary to determine if special status plants are present¹⁴. The timing and number of visits are determined by geographic location, the natural communities present, and the weather patterns of the year(s) in which the surveys are conducted.

REFERENCE SITES

When special status plants are known to occur in the type(s) of habitat present in the project area, observe reference sites (nearby accessible occurrences of the plants) to determine whether those species are identifiable at the time of the survey and to obtain a visual image of the target species, associated habitat, and associated natural community.

USE OF EXISTING SURVEYS

For some sites, floristic inventories or special status plant surveys may already exist. Additional surveys may be necessary for the following reasons:

- Surveys are not current¹⁵; or
- Surveys were conducted in natural systems that commonly experience year to year fluctuations such as periods of drought or flooding (e.g. vernal pool habitats or riverine systems); or
- Surveys are not comprehensive in nature; or fire history, land use, physical conditions of the site, or climatic conditions have changed since the last survey was conducted¹⁶; or
- Surveys were conducted in natural systems where special status plants may not be observed if an annual above ground phase is not visible (e.g. flowers from a bulb); or
- Changes in vegetation or species distribution may have occurred since the last survey was conducted, due to habitat alteration, fluctuations in species abundance and/or seed bank dynamics.

NEGATIVE SURVEYS

Adverse conditions may prevent investigators from determining the presence of, or accurately identifying, some species in potential habitat of target species. Disease, drought, predation, or herbivory may preclude the presence or identification of target species in any given year. Discuss such conditions in the report.

The failure to locate a known special status plant occurrence during one field season does not constitute evidence that this plant occurrence no longer exists at this location, particularly if adverse conditions are present. For example, surveys over a number of years may be necessary if the species is an annual plant having a persistent, long-lived seed bank and is known not to germinate every year. Visits to the site in more

¹³ Adapted from U.S. Fish and Wildlife Service kit fox survey guidelines available at www.fws.gov/sacramento/es/documents/kitfox_no_protocol.pdf

¹⁴ U.S. Fish and Wildlife Service Survey Guidelines available at <http://www.fws.gov/sacramento/es/protocol.htm>

¹⁵ Habitats, such as grasslands or desert plant communities that have annual and short-lived perennial plants as major floristic components may require yearly surveys to accurately document baseline conditions for purposes of impact assessment. In forested areas, however, surveys at intervals of five years may adequately represent current conditions. For forested areas, refer to "Guidelines for Conservation of Sensitive Plant Resources Within the Timber Harvest Review Process and During Timber Harvesting Operations", available at <https://r1.dfg.ca.gov/portal/Portals/12/THPBotanicalGuidelinesJuly2005.pdf>

¹⁶ U.S. Fish and Wildlife Service Survey Guidelines available at http://www.fws.gov/ventura/speciesinfo/protocols_guidelines/docs/botanicalinventories.pdf

than one year increase the likelihood of detection of a special status plant especially if conditions change. To further substantiate negative findings for a known occurrence, a visit to a nearby reference site may ensure that the timing of the survey was appropriate.

REPORTING AND DATA COLLECTION

Adequate information about special status plants and natural communities present in a project area will enable reviewing agencies and the public to effectively assess potential impacts to special status plants or natural communities¹⁷ and will guide the development of minimization and mitigation measures. The next section describes necessary information to assess impacts. For comprehensive, systematic surveys where no special status species or natural communities were found, reporting and data collection responsibilities for investigators remain as described below, excluding specific occurrence information.

SPECIAL STATUS PLANT OR NATURAL COMMUNITY OBSERVATIONS

Record the following information for locations of each special status plant or natural community detected during a field survey of a project site.

- A detailed map (1:24,000 or larger) showing locations and boundaries of each special status species occurrence or natural community found as related to the proposed project. Mark occurrences and boundaries as accurately as possible. Locations documented by use of global positioning system (GPS) coordinates must include the datum¹⁸ in which they were collected;
- The site-specific characteristics of occurrences, such as associated species, habitat and microhabitat, structure of vegetation, topographic features, soil type, texture, and soil parent material. If the species is associated with a wetland, provide a description of the direction of flow and integrity of surface or subsurface hydrology and adjacent off-site hydrological influences as appropriate;
- The number of individuals in each special status plant population as counted (if population is small) or estimated (if population is large);
- If applicable, information about the percentage of individuals in each life stage such as seedlings vs. reproductive individuals;
- The number of individuals of the species per unit area, identifying areas of relatively high, medium and low density of the species over the project site; and
- Digital images of the target species and representative habitats to support information and descriptions.

FIELD SURVEY FORMS

When a special status plant or natural community is located, complete and submit to the CNDDDB a California Native Species (or Community) Field Survey Form¹⁹ or equivalent written report, accompanied by a copy of the relevant portion of a 7.5 minute topographic map with the occurrence mapped. Present locations documented by use of GPS coordinates in map and digital form. Data submitted in digital form must include the datum²⁰ in which it was collected. If a potentially undescribed special status natural community is found on the site, document it with a Rapid Assessment or Relevé form²¹ and submit it with the CNDDDB form.

VOUCHER COLLECTION

Voucher specimens provide verifiable documentation of species presence and identification as well as a public record of conditions. This information is vital to all conservation efforts. Collection of voucher specimens should

¹⁷ Refer to current online published lists available at: <http://www.dfg.ca.gov/biogeodata>. For Timber Harvest Plans (THPs) please refer to the "Guidelines for Conservation of Sensitive Plant Resources Within the Timber Harvest Review Process and During Timber Harvesting Operations", available at <https://r1.dfg.ca.gov/portal/Portals/12/THPBotanicalGuidelinesJuly2005.pdf>

¹⁸ NAD83, NAD27 or WGS84

¹⁹ <http://www.dfg.ca.gov/biogeodata>

²⁰ NAD83, NAD27 or WGS84

²¹ http://www.dfg.ca.gov/biogeodata/vegcamp/veg_publications_protocols.asp

be conducted in a manner that is consistent with conservation ethics, and is in accordance with applicable state and federal permit requirements (e.g. incidental take permit, scientific collection permit). Voucher collections of special status species (or suspected special status species) should be made only when such actions would not jeopardize the continued existence of the population or species.

Deposit voucher specimens with an indexed regional herbarium²² no later than 60 days after the collections have been made. Digital imagery can be used to supplement plant identification and document habitat. Record all relevant permittee names and permit numbers on specimen labels. A collecting permit is required prior to the collection of State-listed plant species²³.

BOTANICAL SURVEY REPORTS

Include reports of botanical field surveys containing the following information with project environmental documents:

- **Project and site description**
 - ♦ A description of the proposed project;
 - ♦ A detailed map of the project location and study area that identifies topographic and landscape features and includes a north arrow and bar scale; and,
 - ♦ A written description of the biological setting, including vegetation²⁴ and structure of the vegetation; geological and hydrological characteristics; and land use or management history.
- **Detailed description of survey methodology and results**
 - ♦ Dates of field surveys (indicating which areas were surveyed on which dates), name of field investigator(s), and total person-hours spent on field surveys;
 - ♦ A discussion of how the timing of the surveys affects the comprehensiveness of the survey;
 - ♦ A list of potential special status species or natural communities;
 - ♦ A description of the area surveyed relative to the project area;
 - ♦ References cited, persons contacted, and herbaria visited;
 - ♦ Description of reference site(s), if visited, and phenological development of special status plant(s);
 - ♦ A list of all taxa occurring on the project site. Identify plants to the taxonomic level necessary to determine whether or not they are a special status species;
 - ♦ Any use of existing surveys and a discussion of applicability to this project;
 - ♦ A discussion of the potential for a false negative survey;
 - ♦ Provide detailed data and maps for all special plants detected. Information specified above under the headings "Special Status Plant or Natural Community Observations," and "Field Survey Forms," should be provided for locations of each special status plant detected;
 - ♦ Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms should be sent to the CNDDDB and included in the environmental document as an Appendix. It is not necessary to submit entire environmental documents to the CNDDDB; and,
 - ♦ The location of voucher specimens, if collected.

²² For a complete list of indexed herbaria, see: Holmgren, P., N. Holmgren and L. Barnett. 1990. Index Herbariorum, Part 1: Herbaria of the World. New York Botanic Garden, Bronx, New York. 693 pp. Or: <http://www.nybg.org/bsci/ih/ih.html>

²³ Refer to current online published lists available at: <http://www.dfg.ca.gov/bio/geodata>.

²⁴ A vegetation map that uses the National Vegetation Classification System (<http://biology.usgs.gov/npsveg/nvcs.html>), for example A *Manual of California Vegetation*, and highlights any special status natural communities. If another vegetation classification system is used, the report should reference the system, provide the reason for its use, and provide a crosswalk to the National Vegetation Classification System.

- **Assessment of potential impacts**
 - A discussion of the significance of special status plant populations in the project area considering nearby populations and total species distribution;
 - A discussion of the significance of special status natural communities in the project area considering nearby occurrences and natural community distribution;
 - A discussion of direct, indirect, and cumulative impacts to the plants and natural communities;
 - A discussion of threats, including those from invasive species, to the plants and natural communities;
 - A discussion of the degree of impact, if any, of the proposed project on unoccupied, potential habitat of the species;
 - A discussion of the immediacy of potential impacts; and,
 - Recommended measures to avoid, minimize, or mitigate impacts.

QUALIFICATIONS

Botanical consultants should possess the following qualifications:

- Knowledge of plant taxonomy and natural community ecology;
- Familiarity with the plants of the area, including special status species;
- Familiarity with natural communities of the area, including special status natural communities;
- Experience conducting floristic field surveys or experience with floristic surveys conducted under the direction of an experienced surveyor;
- Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
- Experience with analyzing impacts of development on native plant species and natural communities.

SUGGESTED REFERENCES

- Barbour, M., T. Keeler-Wolf, and A. A. Schoenherr (eds.). 2007. Terrestrial vegetation of California (3rd Edition). University of California Press.
- Bonham, C.D. 1988. Measurements for terrestrial vegetation. John Wiley and Sons, Inc., New York, NY.
- California Native Plant Society. Most recent version. Inventory of rare and endangered plants (online edition). California Native Plant Society, Sacramento, CA. Online URL <http://www.cnps.org/inventory>.
- California Natural Diversity Database. Most recent version. Special vascular plants, bryophytes and lichens list. Updated quarterly. Available at www.dfg.ca.gov.
- Elzinga, C.L., D.W. Salzer, and J. Willoughby. 1998. Measuring and monitoring plant populations. BLM Technical Reference 1730-1. U.S. Dept. of the Interior, Bureau of Land Management, Denver, Colorado.
- Leppig, G. and J.W. White. 2006. Conservation of peripheral plant populations in California. *Madroño* 53:264-274.
- Mueller-Dombois, D. and H. Ellenberg. 1974. Aims and methods of vegetation ecology. John Wiley and Sons, Inc., New York, NY.
- U.S. Fish and Wildlife Service. 1996. Guidelines for conducting and reporting botanical inventories for federally listed plants on the Santa Rosa Plain. Sacramento, CA.
- U.S. Fish and Wildlife Service. 1996. Guidelines for conducting and reporting botanical inventories for federally listed, proposed and candidate plants. Sacramento, CA.
- Van der Maarel, E. 2005. Vegetation Ecology. Blackwell Science Ltd., Malden, MA.

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

S1.2	<p>Southern Foredunes</p> <p>Mono Pumice Flat</p> <p>Southern Interior Basalt Flow Vernal Pool</p>
S2.1	<p>Venturan Coastal Sage Scrub</p> <p>Diegan Coastal Sage Scrub</p> <p>Riversidean Upland Coastal Sage Scrub</p> <p>Riversidean Desert Sage Scrub</p> <p>Sagebrush Steppe</p> <p>Desert Sink Scrub</p> <p>Mafic Southern Mixed Chaparral</p> <p>San Diego Mesa Hardpan Vernal Pool</p> <p>San Diego Mesa Claypan Vernal Pool</p> <p>Alkali Meadow</p> <p>Southern Coastal Salt Marsh</p> <p>Coastal Brackish Marsh</p> <p>Transmontane Alkali Marsh</p> <p>Coastal and Valley Freshwater Marsh</p> <p>Southern Arroyo Willow Riparian Forest</p> <p>Southern Willow Scrub</p> <p>Modoc-Great Basin Cottonwood Willow Riparian</p> <p>Modoc-Great Basin Riparian Scrub</p> <p>Mojave Desert Wash Scrub</p> <p>Engelmann Oak Woodland</p> <p>Open Engelmann Oak Woodland</p> <p>Closed Engelmann Oak Woodland</p> <p>Island Oak Woodland</p> <p>California Walnut Woodland</p> <p>Island Ironwood Forest</p> <p>Island Cherry Forest</p> <p>Southern Interior Cypress Forest</p> <p>Bigcone Spruce-Canyon Oak Forest</p>
S2.2	<p>Active Coastal Dunes</p> <p>Active Desert Dunes</p> <p>Stabilized and Partially Stabilized Desert Dunes</p> <p>Stabilized and Partially Stabilized Desert Sandfield</p> <p>Mojave Mixed Steppe</p> <p>Transmontane Freshwater Marsh</p> <p>Coulter Pine Forest</p> <p>Southern California Fellfield</p> <p>White Mountains Fellfield</p>
S2.3	<p>Bristlecone Pine Forest</p> <p>Limber Pine Forest</p>



Linda S. Adams
Secretary for
Environmental Protection

California Regional Water Quality Control Board

San Diego Region

Over 50 Years Serving San Diego, Orange, and Riverside Counties

Recipient of the 2004 Environmental Award for Outstanding Achievement from USEPA



Arnold Schwarzenegger
Governor

9174 Sky Park Court, Suite 100, San Diego, California 92123-4353
(858) 467-2952 • Fax (858) 571-6972
<http://www.waterboards.ca.gov/sandiego>



October 14, 2009

In reply refer to:
WPC: lpardy

Mr. Dan Leavitt
Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Ms. Glasgow:

**SUBJECT: INVITATION TO BECOME A PARTICIPATING AGENCY IN THE
LOSSAN HIGH SPEED TRAIN PROJECT EIR/EIS**

The California Regional Water Quality Control Board, San Diego (Regional Board) has received your Notice of Preparation (NOP) and September 30, 2009 invitation to serve as a participating agency in the development of the Project EIR/EIS for the California High-Speed Train from Los Angeles to San Diego (LOSSAN), via the Inland Empire, CA.

The Regional Board regulates discharges of wastes in order to protect the quality of waters of the State, broadly defined as "the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use."¹ Implementation of the proposed project is likely to result in a number of potential impacts to water quality, wetland & riparian resources.

Addressing the protection of water resources and quality in the early stages of project development offers the most cost effective strategy for reducing the physical impacts to on-site streams and wetlands and minimizing the potential impacts of pollutants in urban runoff from the site to downstream surface waters.

On behalf of the Regional Board, I accept your invitation and welcome the opportunity to work with you and other participating agencies to make this project an example of environmental sustainability in California.

I have assigned Linda Pardy of my staff to be the Regional Board point of contact for this process, and her contact information follows below:

¹ California Water Code, §13050.

Mr. Dan Leavitt
LOSSAN PEIR/EIS

- 2 -

October 14, 2009

Linda Pardy
Environmental Scientist
San Diego Regional Water Quality Control Board
Phone: (858) 627-3932
Fax: (858) 571-6972
e-mail: lpardy@waterboards.ca.gov

The heading portion of this letter includes a Regional Board code number noted after "In reply refer to:" In order to assist us in the processing of your correspondence please include this code number in the heading or subject line portion of all correspondence and reports to the Regional Board pertaining to this matter.

Respectfully,



JOHN H. ROBERTUS
Executive Officer

JHR:dtb:cc

cc:

Ms. Kelly Finn
Environmental Analysis Branch Chief
Caltrans District 11, M.S.-242
4050 Taylor Street
San Diego, CA 92110

Ms. Susanne Glasgow
Deputy District Director, Environmental
Caltrans, District 11, MS-242
4050 Taylor Street
San Diego, CA 92110

Ms. Deborah Bourgeois (By Email)
Assistant to Board Chair
State Water Resources Control Board

CAPITOL OFFICE:
STATE CAPITOL
SACRAMENTO, CA 95814
TEL (916) 651-4039
FAX (916) 327-2188

DISTRICT OFFICE:
2445 5TH AVENUE, SUITE 200
SAN DIEGO, CA 92101
TEL (619) 645-3133
FAX (619) 645-3144

California State Senate

SENATOR
CHRISTINE KEHOE
THIRTY-NINTH SENATE DISTRICT



STANDING COMMITTEES:

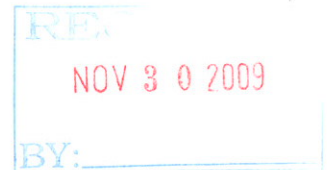
- APPROPRIATIONS, CHAIR
- BANKING, FINANCE AND INSURANCE
- BUDGET AND FISCAL REVIEW
- ENERGY, UTILITIES AND COMMUNICATIONS
- LOCAL GOVERNMENT
- NATURAL RESOURCES AND WATER
- TRANSPORTATION AND HOUSING

MEMBER:

- LEGISLATIVE LESBIAN, GAY, BISEXUAL AND TRANSGENDER CAUCUS
- LEGISLATIVE WOMEN'S CAUCUS

November 18, 2009

The Honorable Kurt Pringle, Chair
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Attn: LA-SD HST Project EIR/EIS

Dear Chairman Pringle and Deputy Director Leavitt:

Thank you for the opportunity to provide comments on the Authority's NOP for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to San Diego high speed train corridor.

Last November as our local, state and federal governments reeled from the sudden and significant downturn in our economy, and with millions of people being laid off as businesses downsized, California voters affirmed their belief in the importance of high speed trains as they approved almost \$10 billion in state bonds. I am in strong support of implementing the vision of high speed rail from San Diego to San Francisco and Sacramento. The opportunities to enhance our state's economy through the development of new industries and new jobs while reducing greenhouse gas emissions are boundless.

I support no more than two stations within San Diego County: one at San Diego International Airport (Lindbergh Field) as part of an Intermodal Transportation Center and a second at the Escondido Transit Center. I do not support a stop in University City. I also support the High-Speed Rail Authority analyzing both the I-5 corridor and the I-15 corridor so that a fair and comprehensive determination can be made on how each route would affect the environment.

Most important, I recommend that the Authority not lose sight of the public's intent in voting for the bond measure last November and adopt routes and site stations that fulfill

the vision and promise of a true high speed rail system. That includes facilitating efforts to enhance intercity rail and support opportunities to develop a commuter market along the I-15 corridor, a potential extension to the border, and linking transportation improvements with smart growth land uses.

I look forward to working with the Authority, the San Diego Association of Governments (SANDAG), and our local jurisdictions in making this high speed rail vision a reality.

Sincerely,

A handwritten signature in blue ink that reads "Christine Kehoe". The signature is fluid and cursive, with the first name "Christine" being larger and more prominent than the last name "Kehoe".

CHRISTINE KEHOE
Senator, 39th District

Kris Livingston

From: Mitch Clark [mitch-clark@live.com]
Sent: Thursday, November 12, 2009 1:24 PM
To: HSR Comments
Subject: NO to TRAINS and money squandering polititians!!!

Are you crazy????????????? High speed trains??? Hydrogen powered busses??? WHAT??!!

THE STATE OF CALIF IS BANKRUPT!!

The state is in financial ruins and the polititians are raising our taxes and squandering the citizens money on this stupid stuff!

**VOTE OUT ALL CURRENT OFFICE HOLDERS IN CALIF.
THEY ARE KILLING OUR STATE!!**

Just say NO to these FOOLS squandering **OUR tax money!!!!
FIRE THEM ALL!!!!!!!!!!!!!!!!!!!!**

Hotmail: Powerful Free email with security by Microsoft. [Get it now.](#)

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 20, 2009

SCH# 2009091070

Los Angeles to San Diego via Inland Empire High Speed Train System
Los Angeles, San Bernardino, Riverside and San Diego County

Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Re: SCH# 2009091070 – Response to Notice of Preparation (NOP) of Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the Los Angeles to San Diego via Inland Empire High-Speed Train (HST) system

Dear Mr. Leavitt:

The California Public Utilities Commission's (Commission) Rail Crossing Engineering Section (RCES) is taking this opportunity to address the California High-Speed Rail Authority's (Authority) NOP of an EIR/EIS for the Los Angeles to San Diego HST project. RCES staff offers the following comments.

Commission Requirements and Policy

The Commission has jurisdiction over the safety of highway-rail crossings (crossings) in California. The Commission has exclusive power over the design, alteration, and closure of crossings, pursuant to Public Utilities Code Section 1201 et al. Application to the Commission is required for construction of railroad across a public road (Commission Rule 3.9). The HST project is subject to a number of other rules and regulations involving the Commission. The design criteria of the proposed project will need to comply with Commission General Orders (GO's). The following GO's, among others, may be applicable:

- GO 26-D (regulations governing clearances on railroads and street railroads with reference to side and overhead structures, parallel tracks, crossing of public roads, highways and streets)
- GO 72-B (rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads and highways)
- GO 75-D (regulations governing standards for warning devices for at-grade highway-rail crossings)
- GO 88-B (rules for altering public highway-rail crossings)
- GO 95 (rules for overhead electric line construction)

Background on Currently Proposed High-Speed Train Alignment

The HST alignment from Los Angeles to San Diego via Inland Empire will run along the BNSF Railway (BNSF), Union Pacific Company (UPRR), North County Transit District (NCTD), and San Diego Metropolitan Transit System (MTS) rights of way. The route will impact a number of existing at-grade, and grade-separated crossings. In addition, the National Passenger Railroad Corporation (Amtrak) and Southern California Regional Rail Authority (Metrolink) also operate passenger trains along portions of this route.

On the Riverside segment along the I-215 corridor, Riverside County Transportation Commission (RCTC) is proposing to extend Metrolink commuter service from the City of Riverside to the City of Perris along the BNSF Railways San Jacinto Branch line (SJBL) referred to as Perris Valley Line (PVL). The proposed start of commuter service of the PVL is in late 2012. The Authority should be aware of such proposal by RCTC and incorporate any impacts associated with the PVL project and the HST Project.

One area of concern with the San Diego segment is the portion of the alignment that will run along existing freight and passenger lines in the densely developed downtown San Diego area. Reviewing the preferred project route it appears the HST will impact the proposed downtown San Diego quiet zone. Staff has been through diagnostic meetings with the City of San Diego, MTS, NCTD, and BNSF regarding the downtown San Diego quiet zone. The crossings upgrades that will be a part of the San Diego quiet zone have been agreed upon by all parties. In the NOP document it shows that a HST station is being proposed at Ash Street. Ash Street is part of the proposed San Diego quiet zone and the addition of the HST station will add pedestrian traffic and alter the characteristics of the Ash Street crossing and possibly other nearby crossings that are part of the quiet zone. For reference, the northern most crossing of the quiet zone is Laurel Street and the southern most crossing is Fifth Avenue. The impact that the HST has on the proposed quiet crossings will have to be evaluated and discussed further with staff.

The High-Speed Train Alternative

The HST Alternative proposes the construction of an “electric-powered steel-wheel-on-steel-rail HST system... operating at speeds of 220 mph on mostly dedicated, fully grade-separated tracks with state-of-the-art safety, signaling, and automated train control systems.”

1. The Commission’s RCES recommends the consolidation and grade-separation of all existing at-grade crossings along any adopted alignment in the HST project. Building a new grade separation structure adjacent to an at-grade railroad crossing can negatively impact the safety of the existing crossing due to limiting the configuration of warning devices, limiting the geometry of the roadway and sidewalk (potentially precluding medians or ADA compliant improvements), and obstructing visibility of the warning devices or an approaching train. Rather than degrading the safety of the existing at-grade crossings, the project should provide overall improvement by constructing a grade separation of all the tracks at each crossing.

2. It is strongly recommended that the HST project operate on an entirely dedicated and fully grade-separated track. Incompatibilities with current railroad technology for Constant Warning Time Detection systems may significantly compromise active warning devices.
3. Because the HST system will operate at speeds of 220 mph within the Los Angeles to San Diego segment of the HST project, consideration should be given to grade-separated structures that involve trenching the HST track. There are several grade-separated structures along the proposed alignment that may be significantly impacted as such structures have the roadway elevated above the railroad tracks.
4. As construction of roadway grade separation structures is likely to involve massive changes to public infrastructure and private property in the vicinity of the railroad crossings, local entities must be allowed to amend their general plans and incorporate this HST project into existing footprints to allow for future right-of-way preservation.
5. The majority of cities along the proposed corridor have built their downtowns around the tracks. The high density commercial, residential and industrial areas near the tracks lead to a high amount of pedestrians around the tracks. Leaving the tracks at the current elevation is likely to result in trespassing issues similar to those currently experienced along the rail corridor. Elevating or lowering the tracks, particularly in the downtown areas, would mitigate this concern. Vandal resistant fencing or barriers along any remaining at-grade portions of the alignment should be a requirement of the project.
6. The Commission's RCES requests a more detailed proposal of the Los Angeles to San Diego HST project. The comments offered by the Commission's RCES staff are based on limited and generic information of the proposed HST project. In preparation for the EIR study, all proposed grade-separated structure locations must be identified. Moreover, identification of all existing at-grade crossings along any adopted alignment is required, so that potential impact and mitigation measures can be fully addressed.
7. Because the HST project is solely dependent on an electrified train operation system, discussions in regards to the placement of electrical lines must be held with Commission staff so that existing utilities aren't impacted and minimum required clearances are met.

The Commission is the responsible agency under CEQA section 15381 with regard to this project. As such, we greatly appreciate the opportunity to work with the Authority to improve public safety as it relates to crossings in the Los Angeles to San Diego segment of the HST system in California. We request that RCES be kept informed of all developments associated with the HST project. Meetings should be arranged with the Commission's RCES staff to discuss relevant safety issues and to conduct diagnostic reviews of any proposed and impacted crossing locations along the final selected railroad alignment in the Los Angeles to San Diego HST project. As more information related to the HST system becomes available, RCES staff will subsequently forward the Authority its comments and recommendations to prevent any delays in the project.

Dan Leavitt
SCH# 2009091070 NOP
November 20, 2009
Page 4 of 4

Lastly, as indicated to Authority staff at the technical scoping meetings held in Los Angeles, we request that an administrative draft of the Draft Environmental Impact Report be sent to the Commission's RCES so that all parties are able to address any issues before they are made public in the final EIR. Hopefully, this collaborative process will assist in meeting General Order requirements as they apply to the HST project, the review of the environmental documents and the final CEQA approval of the project.

For questions regarding specific Commission oversight and crossings design, please contact me at 213-576-7078 or by email at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rosa Muñoz', with a stylized flourish extending to the right.

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

Curt Pringle, Chairman
Tom Umberg, Vice-Chair
Russell Burns
David Crane
Rod Diridon, Sr.*
Fran Florez*
Richard Katz
Judge Quentin L. Kopp*
Lynn Schenk
*past chair



2009091070

ARNOLD SCHWARZENEGGER
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

NOTICE OF PREPARATION

FROM: Mehdi Morshed
Executive Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire, CA (Note: Review period ends Friday, November 20, 2009)

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Train (HST) System, is issuing this Notice of Preparation (NOP) of a project EIR/EIS for the Los Angeles to San Diego (LA-SD) Section via the Inland Empire of the Authority's proposed HST System.

This NOP initiates the State CEQA process and the preparation of an Environmental Impact Report/Environmental Impact Statement for the LA-SD Section via the Inland Empire of the proposed California HST System in compliance with relevant state and federal laws, in particular the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Authority is issuing the NOP to solicit public and agency input into the development of the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of the combined EIR/EIS. The Federal Railroad Administration (FRA), an operating administration with the United States Department of Transportation, will serve as federal lead agency for the federal environmental review process complying with NEPA. The FRA has responsibility for oversight of the safety of railroad operations, including the safety of any proposed high-speed ground transportation system. The FRA will publish a Notice of Intent (NOI) in the *Federal Register*, announcing the agency's intention to initiate the federal environmental review process for this section of the HST System.

In 2001, the Authority and FRA started a tiered environmental review process for the HST System and in 2005, completed the first tier California High-Speed Train Program EIR/EIS (Statewide Program EIR/EIS) and approved the statewide HST System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The approved HST System would be about 800 miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of maximum operating speeds of 220 miles per hour (mph) on a mostly dedicated system of fully grade-separated, access-controlled, state-of-the-art steel track with safety, signaling, communication, and automated train control systems. In approving the HST System, the Authority and FRA also selected corridors/general alignments and station location options throughout most of the system. In 2008, the Authority and FRA completed a second program EIR/EIS to evaluate and select general alignments and station locations within the broad corridor between and including the Altamont Pass and the Pacheco Pass to connect the Bay Area and Central Valley portions of the HST System.

The preparation of the LA-SD HST Project EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the

Los Angeles to San Diego via the Inland Empire Section
California High-Speed Train Project
Regulatory Agency Scoping Meeting

Thursday, October 15, 2009

9:00 a.m. - 12:00 noon

U.S. Fish and Wildlife Service
6010 Hidden Valley, Room 1
Carlsbad, California 92011

Reported by Anne M. Zarkos, RPR, CRR, CSR No. 13095

1 Comments by Meeting Attendees

2 ***

3 TAIT GALLOWAY: I'll just make a couple
4 comments just as you consider going forward. I guess
5 wherever possible -- and my comments are germane just to
6 the City of San Diego. On the I-15 corridor and the
7 I-5, to look at options, I understand some of the
8 earlier discussions of I-15 was looking at an aerial
9 structure, potentially looking at grade structure or
10 below grade. I understand there's probably cost and
11 right-of-way issues. But if that could be at least
12 considered or evaluated as part of the environmental.

13 The other -- one of the other issues dealing
14 with alignment is, as part of a working group and our
15 discussions with the City of San Diego and High-Speed
16 Rail team, was an option of looking at a route that went
17 through University City that potentially could avoid
18 using the Rose Canyon right-of-way and hooking up with
19 Interstate 5.

20 And then likewise, as it goes down the I-5
21 corridor, the option of looking at different alignments
22 both at grade, below, and aerial structures to minimize
23 visual impacts would be welcome by the City.

24 I guess the other two are more questions. The
25 other one is dealing with SB 375 and the work that the

1 local jurisdictions in the County of San Diego are
2 working with SANDAG at the long range assumptions that
3 we're making for 2050 to avoid the commute out of the
4 region. So in other words, looking at how we would
5 house our future population for 2050.

6 So this actually brings up an interesting thing
7 I hadn't thought about before. A gentleman had made it
8 during the presentation about future development
9 happening outside in Greenfield Development. So
10 essentially, that's what we had been assuming before.
11 But now because of SB 375, we're assuming growth now is
12 gonna happen within the region. So it kind of brings up
13 an interesting scenario, I don't think one that's been
14 thought of before, or at least hasn't been addressed as
15 part of the SANDAG forecast process we're currently
16 working on.

17 And then finally, I would just ask about land
18 use compatibility and TOD development. Are you gonna be
19 working with the jurisdictions in terms of what land use
20 assumptions, or are you just going to assume what the
21 current plans are in place that would be allowed?
22 Basically, how are you gonna address that in the
23 environmental document?

24 For the record, my name is Tait Galloway, and
25 I'm with the City of San Diego City Planning and Use

1 Department.

2 MS. WILKINSON: We will address those
3 questions. I know that for the land use, the way we're
4 organizing ourselves is we're gonna be meeting with the
5 different technical working groups. And SANDAG is in
6 the process of forming the representatives that are
7 gonna represent the individual jurisdictions for
8 San Diego County. And so as working with that group,
9 and it might be yourself or others from the City
10 planning department, we're gonna be taking that
11 information and incorporating it into the EIR/EIS.

12 But it does -- I do believe we are going to be
13 required to look at existing and approved land uses when
14 we do our evaluation. So it will depend on the timing
15 of where you're at on your plan updates.

16 Any other comments, questions?

17 DEBBIE KNIGHT: My name is Debbie Knight. I'm
18 executive director of Friends of Rose Canyon. And I've
19 been doing this somewhat similar presentation at our
20 planning group and also the previous scoping meetings in
21 the past couple of days.

22 I would just like to mention that it's been
23 made -- there's been very, very strong support in our
24 community, certainly, and I think elsewhere, to study
25 the I-15 to Qualcomm Row, which was in the program EIR.

1 It was -- had actually many advantages in the program
2 EIR. It had better ridership. It had less impacts. It
3 was shorter route. It was a quicker time, and I-15 to
4 Qualcomm.

5 There were also options looking at going down
6 from there to downtown but also ending at Qualcomm. And
7 I think it's really important. I don't -- I'm not
8 sure -- we've been assured at other meetings that there
9 might be a chance to look at that.

10 The only reason it isn't listed here is because
11 SANDAG and the City of San Diego had said they didn't
12 want it considered. But it was certainly a very viable
13 alternative based on the program EIR. And I would
14 encourage the agencies here to also request that that be
15 studied, because I think it's really a mistake to go
16 forward with an alternative here through
17 University City, potentially through the canyon, or the
18 only way to avoid the canyon, massive tunneling, that
19 you're looking at cost effectiveness and ridership are
20 things that the agencies should request that the I-15 to
21 Qualcomm be studied. Thank you.

22 MS. WILKINSON: Thank you.

23 TED ANASIS: I'm Ted Anasis with the San Diego
24 County Regional Airport Authority, and I just have four
25 comments.

1 The first is really related to the purpose and
2 need in the document, primarily from -- just as a
3 background, the Airport Authority operates San Diego
4 International Airport, but it's also the land use
5 compatibility planning agency or airport land use
6 commission for San Diego County. And there is an
7 airport land use compatibility plan that will be
8 prepared for San Diego International Airport that guides
9 land uses surrounding the airport, including safety and
10 requirements.

11 So related to planning and land use, I would
12 suggest that there be analysis or compatibility with the
13 adopted airport master plan, the proposed airport use
14 compatibility plan for San Diego International Airport
15 and consistency with the destination Lindbergh
16 multiagency planning effort, and specifically where the
17 rail station he would connect to the -- to
18 Lindbergh Field.

19 The second comment related to purpose and need
20 is also just essentially collaboration and
21 substantiation of the forecast for passenger demand, and
22 just friendly advice to make sure that there's
23 coordination amongst the assumptions and the technical
24 analysis for the passenger demand.

25 More specifically related to the third comment

1 is related to operations. Around an airport there are
2 federal aviation requirements and some safety and
3 security concerns. So those should be thought through
4 in terms of the proximity of the station to the airport.

5 And then finally, circulation, traffic and
6 parking, there are local road and intersection
7 challenges around an airport station or connection, the
8 rail crossings, and then cooperation amongst parking
9 facilities.

10 MS. WILKINSON: Thanks, Ted.

11 ANDY HAMILTON: I'm Andy Hamilton with the
12 Air Pollution Control District for San Diego. And my
13 comments are basically that the air quality analysis,
14 I'm wondering how deep the analysis is gonna go.

15 There's the immediate impacts, and then there
16 are the induced impacts, you know, within a couple of
17 years. But then there's impacts within 10, 15, 20
18 years. And probably most of those will be positive, but
19 not all of them. And I'm just -- my comment is, you
20 know, of course at some point you have to cut off how
21 much you're gonna study. But I'd be interested to see
22 how that decision will be made.

23 There will be induced -- this facility is not
24 like anything else we've cited. It's like an airport,
25 but it's also like a train station for a conventional

1 train. And so I think we need to think of it very
2 differently.

3 In my mind, this -- it provides an opportunity
4 for the state to demonstrate best practices not only in
5 terms of a, you know, a High-Speed Rail system but also
6 in terms of the local streets and roads around and the
7 urban design. And it would be good if, in addition to
8 building this facility, there be some money provided to
9 the local governments to do traffic calming, pedestrian
10 and bicycle and transit access designing within, you
11 know, a certain vicinity of the station so that they
12 demonstrate best practice in those areas.

13 Because a lot of local governments would
14 probably do those things but don't feel that like they
15 can afford them. Or, you know, some of them don't
16 really understand what best practice is, frankly. So it
17 would be good to demonstrate some of those. So there
18 will be safety issues with traffic, not just in the
19 vicinity of the station but some ways away from them.

20 Traffic diversion from airports, and of course
21 you're gonna be looking at the net air quality benefits
22 from that. And from development, that will happen near
23 the stations as opposed to, you know, 20 miles out in
24 the back country. So there will be some relieving of
25 development pressure by development in this area and,

1 you know, it would be good to know what those net
2 impacts are.

3 The parking alternatives also presented a lot
4 of interesting conundrums, because it's gonna take a lot
5 of land or building upwards to provide the parking
6 facilities to deal with these. And, you know, how far
7 away can you build those and still have them serve the
8 station in a way that's attractive for passengers for
9 downtown San Diego. I don't think you have a lot of
10 option, so it will be a huge coordination effort there.
11 I'm not telling you anything you don't really know, I'm
12 sure.

13 But I would be interested in the EIR looking at
14 parking alternatives, not just with where and how
15 they're provided but how they're managed. So what is
16 the pricing on parking?

17 And in that way, you think of it like you'd
18 think of an airport, whereas, you know, in other train
19 station areas there's free parking. So I don't think
20 free parking is a good idea for this facility. And how
21 to manage that parking in a way that's used most
22 effectively would be good.

23 And then there will be new transit services
24 that are induced as a result. If you're looking at the
25 net air quality benefits or net air quality impacts, I

1 think that should include what new transit services
2 would be created to serve this station area, or will
3 they be routes that are diverted from existing routes.

4 And then I applaud the idea that you're gonna
5 provide urban design guidelines for the stations.
6 That's terrific. And I hope there will be an
7 opportunity to comment on those guidelines. And that's
8 pretty much my comments.

9 MS. WILKINSON: Thank you. Veronica.

10 VERONICA CHAN: Veronica Chan with the
11 Army Corps of Engineers. I just want to say that in
12 addition to the 404 Clean Water Act requirements that
13 you're considering, there's Section 408 for impacts to
14 levies and flood control channels. And that's not with
15 the regulatory division. That would be with our civil
16 works and asset management division.

17 And they would need to go through and -- for
18 impacts to federal property or land or, I guess, with
19 federal interests involved, we need to go through our
20 own process. So it would be good to involve, I guess,
21 the entire Corps, I guess, regulatory and those other
22 divisions as we go through the process so that we can
23 eventually maybe adopt the document, if that's -- if we
24 agree, if that's acceptable.

25 MS. WILKINSON: Any more comments? One more.

1 TAIT GALLOWAY: Andy brought up a good point.
2 I just want to reiterate is that when we look at parking
3 at the station, that is gonna be a huge issue for the
4 City of San Diego, both in the University City area and
5 downtown. And I would encourage the High-Speed Rail
6 Authority to look at alternate transportation means
7 using transit and other type measures to help reduce
8 that parking demand and a number of trips to these
9 facilities.

10 MS. WILKINSON: Okay. With that I think we're
11 done with our presentation and formal comment. We are
12 going to come back to you again. I will be the point of
13 contact for setting up those future agency coordination
14 meetings. So without any questions or you need to leave
15 me your contact information, come see me.

16 And then we have some information that we're
17 gonna distribute on disk to you, and I did hear a
18 request for some information that's not on the disk,
19 like the urban guidelines for the station. So we can
20 either forward you the address on a website where they
21 might have that, or we can try to get that to you on a
22 separate disk.

23 MS. AVELLANO: Just for your reference, the
24 website address is on this handout on the bottom, and
25 there's actually a lot of information of the technical

1 document there from past work and the various guidelines
2 that the Authority has prepared over time, tech memos.
3 So I highly recommend you visiting that and poking
4 around the different references. There's a lot of
5 information there.

6 MALE SPEAKER: Is the presentation on the
7 website?

8 MS. AVELLANO: The presentation as well is on
9 the website, yes. Actually, or soon will be there. The
10 PDF file was just done, and as we speak it may be
11 posted.

12 MS. WILKINSON: Just a reminder, on this disk
13 we do have purpose and need. We have a copy of the maps
14 that we've got up here and the methodologies on the
15 disk. Thank you.

16 (Whereupon the meeting was adjourned at
17 11:01 a.m.)

18
19
20
21
22
23
24
25

1 I, Anne M. Zarkos, a Certified Shorthand
2 Reporter of the State of California, do hereby certify:
3 That the foregoing proceedings were taken
4 before me at the time and place herein set forth; that
5 any witnesses in the foregoing proceedings, prior to
6 testifying, were duly sworn; that a record of the
7 proceedings was made by me using machine shorthand which
8 was thereafter transcribed under my direction; that the
9 foregoing transcript is a true record of the testimony
10 given.

11 Further, that if the foregoing pertains to the
12 original transcript of a deposition in a Federal case,
13 before completion of the proceedings, review of the
14 transcript [] was [] was not requested.

15 IN WITNESS WHEREOF, I have this date
16 subscribed my name.

17

18 Dated this _____ day of _____, 2009,
19 at San Diego, California.

20

Anne M. Zarkos, RPR, CRR

21 CSR No. 13095

22

23

24

25

A	B			
acceptable 10:24	back 8:24 11:12	considering 10:13	disk 11:17,18,22	forward 2:4 5:16
access 8:10	background 6:3	consistency 6:15	12:12,15	11:20
Act 10:12	based 5:13	contact 11:13,15	distribute 11:17	four 5:24
addition 8:7 10:12	basically 3:22 7:13	control 7:12 10:14	District 7:12	frankly 8:16
address 3:22 4:2	believe 4:12	conundrums 9:4	diversion 8:20	free 9:19,20
11:20,24	benefits 8:21 9:25	conventional 7:25	diverted 10:3	friendly 6:22
addressed 3:14	best 8:4,12,16	cooperation 7:8	division 10:15,16	Friends 4:18
adjourned 12:16	better 5:2	coordination 6:23	divisions 10:22	Further 13:11
adopt 10:23	bicycle 8:10	9:10 11:13	document 3:23 6:2	future 3:5,8 11:13
adopted 6:13	bottom 11:24	copy 12:13	10:23 12:1	
advantages 5:1	bottom 11:24	Corps 10:11,21	doing 4:19	G
advice 6:22	brings 3:6,12	corridor 2:6,21	downtown 5:6 9:9	Galloway 2:3 3:24
aerial 2:8,22	brought 11:1	cost 2:10 5:19	11:5	11:1
afford 8:15	build 9:7	country 8:24	duly 13:6	gentleman 3:7
agencies 5:14,20	building 8:8 9:5	County 3:1 4:8 5:24		germane 2:5
agency 1:5 6:5		6:6	E	given 13:10
11:13	C	couple 2:3 4:21 7:16	earlier 2:8	go 5:15 7:14 10:17
agree 10:24	California 1:4,12	course 7:20 8:20	effectively 9:22	10:19,22
air 7:12,13 8:21	13:2,19	created 10:2	effectiveness 5:19	goes 2:20
9:25,25	calming 8:9	crossings 7:8	effort 6:16 9:10	going 2:4 3:20 4:12
airport 5:24 6:3,4,5	canyon 2:18 4:18	CRR 1:17 13:20	EIR 4:25 5:2,13	5:5 11:12
6:7,8,9,13,13,14	5:17,18	CSR 1:17 13:21	9:13	gonna 3:12,18,22
7:1,4,7,24 9:18	Carlsbad 1:12	current 3:21	EIR/EIS 4:11	4:4,7,10 7:14,21
airports 8:20	case 13:12	currently 3:15	either 11:20	8:21 9:4 10:4 11:3
alignment 2:14	certain 8:11	cut 7:20	Empire 1:3	11:17
alignments 2:21	certainly 4:24 5:12		encourage 5:14 11:5	good 8:7,17 9:1,20
allowed 3:21	Certified 13:1	D	Engineers 10:11	9:22 10:20 11:1
alternate 11:6	certify 13:2	date 13:15	entire 10:21	governments 8:9,13
alternative 5:13,16	challenges 7:7	Dated 13:18	environmental 2:12	grade 2:9,10,22
alternatives 9:3,14	Chan 10:10,10	day 13:18	3:23	Greenfield 3:9
analysis 6:12,24	chance 5:9	days 4:21	essentially 3:10 6:20	group 2:14 4:8,20
7:13,14	channels 10:14	deal 9:6	evaluated 2:12	groups 4:5
Anasis 5:23,23	circulation 7:5	dealing 2:13,25	evaluation 4:14	growth 3:11
Andy 7:11,11 11:1	cited 7:24	Debbie 4:17,17	eventually 10:23	guess 2:4,24 10:18
Angeles 1:3	City 2:6,15,17,23	decision 7:22	executive 4:18	10:20,21
Anne 1:17 13:1,20	3:25,25 4:9 5:11	deep 7:14	existing 4:13 10:3	guidelines 10:5,7
applaud 10:4	5:17 11:4,4	demand 6:21,24		11:19 12:1
approved 4:13	civil 10:15	11:8	F	guides 6:8
area 8:25 10:2 11:4	Clean 10:12	demonstrate 8:4,12	facilities 7:9 9:6	
areas 8:12 9:19	collaboration 6:20	8:17	11:9	H
Army 10:11	come 11:12,15	department 4:1,10	facility 7:23 8:8	Hamilton 7:11,11
asset 10:16	comment 6:19,25	depend 4:14	9:20	handout 11:24
assume 3:20	7:19 10:7 11:11	deposition 13:12	far 9:6	happen 3:12 8:22
assuming 3:10,11	comments 2:1,4,5	design 8:7 10:5	federal 7:2 10:18,19	happening 3:9
assumptions 3:2,20	4:16 5:25 7:13	designing 8:10	13:12	hear 11:17
6:23	10:8,25	destination 6:15	feel 8:14	help 11:7
assured 5:8	commission 6:6	development 3:8,9	Field 6:18	Hidden 1:11
Attendees 2:1	community 4:24	3:18 8:22,25,25	file 12:10	highly 12:3
attractive 9:8	commute 3:3	Diego 1:3 2:6,15 3:1	finally 3:17 7:5	High-Speed 1:4
Authority 5:24 6:3	compatibility 3:18	3:25 4:8 5:11,23	first 6:1	2:15 8:5 11:5
11:6 12:2	6:5,7,12,14	6:3,6,8,14 7:12	Fish 1:10	hooking 2:18
AVELLANO 11:23	completion 13:13	9:9 11:4 13:19	flood 10:14	hope 10:6
12:8	concerns 7:3	different 2:21 4:5	forecast 3:15 6:21	house 3:5
aviation 7:2	connect 6:17	12:4	foregoing 13:3,5,9	huge 9:10 11:3
avoid 2:17 3:3 5:18	connection 7:7	differently 8:2	13:11	
a.m 1:8 12:17	consider 2:4	direction 13:8	formal 11:11	I
	considered 2:12	director 4:18	forming 4:6	idea 9:20 10:4
	5:12	discussions 2:8,15	forth 13:4	immediate 7:15

impacts 2:23 5:2 7:15,16,17 9:2,25 10:13,18 important 5:7 include 10:1 including 6:9 incorporating 4:11 individual 4:7 induced 7:16,23 9:24 information 4:11 11:15,16,18,25 12:5 Inland 1:3 interested 7:21 9:13 interesting 3:6,13 9:4 interests 10:19 International 6:4,8 6:14 intersection 7:6 Interstate 2:19 involve 10:20 involved 10:19 issue 11:3 issues 2:11,13 8:18 I-15 2:6,8 4:25 5:3 5:20 I-5 2:7,20	Los 1:3 lot 8:13 9:3,4,9 11:25 12:4	<hr/> P	9:25,25 questions 2:24 4:3 4:16 11:14 quicker 5:3	SB 2:25 3:11 scenario 3:13 scoping 1:5 4:20 second 6:19 Section 1:3 10:13 security 7:3 see 7:21 11:15 separate 11:22 serve 9:7 10:2 Service 1:10 services 9:23 10:1 set 13:4 setting 11:13 shorter 5:3 shorthand 13:1,7 similar 4:19 somewhat 4:19 soon 12:9 speak 12:10 SPEAKER 12:6 specifically 6:16,25 state 8:4 13:2 station 6:17 7:4,7,25 8:11,19 9:8,19 10:2 11:3,19 stations 8:23 10:5 streets 8:6 strong 4:23 structure 2:9,9 structures 2:22 studied 5:15,21 study 4:24 7:21 subscribed 13:16 substantiation 6:21 suggest 6:12 support 4:23 sure 5:8 6:22 9:12 surrounding 6:9 sworn 13:6 system 8:5
<hr/> J	<hr/> M	<hr/> P	<hr/> R	<hr/> T
jurisdictions 3:1,19 4:7	M 1:17 13:1,20 machine 13:7 making 3:3 MALE 12:6 manage 9:21 managed 9:15 management 10:16 maps 12:13 massive 5:18 master 6:13 means 11:6 measures 11:7 meeting 1:5 2:1 4:4 12:16 meetings 4:20 5:8 11:14 memos 12:2 mention 4:22 methodologies 12:14 miles 8:23 mind 8:3 minimize 2:22 mistake 5:15 money 8:8 multiagency 6:16	parking 7:6,8 9:3,5 9:14,16,19,20,21 11:2,8 part 2:12,14 3:15 passenger 6:21,24 passengers 9:8 PDF 12:10 pedestrian 8:9 pertains 13:11 place 3:21 13:4 plan 4:15 6:7,13,14 planning 3:25 4:10 4:20 6:5,11,16 plans 3:21 point 7:20 11:1,12 poking 12:3 Pollution 7:12 population 3:5 positive 7:18 possible 2:5 posted 12:11 potentially 2:9,17 5:17 practice 8:12,16 practices 8:4 prepared 6:8 12:2 presentation 3:8 4:19 11:11 12:6,8 presented 9:3 pressure 8:25 pretty 10:8 previous 4:20 pricing 9:16 primarily 6:2 prior 13:5 probably 2:10 7:18 8:14 proceedings 13:3,5 13:7,13 process 3:15 4:6 10:20,22 program 4:25 5:1 5:13 Project 1:4 property 10:18 proposed 6:13 provide 9:5 10:5 provided 8:8 9:15 provides 8:3 proximity 7:4 purpose 6:1,19 12:13	rail 2:16 6:17 7:8 8:5 11:5 range 3:2 really 5:7,15 6:1 8:16 9:11 reason 5:10 recommend 12:3 record 3:24 13:6,9 reduce 11:7 reference 11:23 references 12:4 region 3:4,12 Regional 5:24 regulatory 1:5 10:15,21 reiterate 11:2 related 6:1,11,19,25 7:1 relieving 8:24 reminder 12:12 Reported 1:17 Reporter 13:2 represent 4:7 representatives 4:6 request 5:14,20 11:18 requested 13:14 required 4:13 requirements 6:10 7:2 10:12 result 9:24 review 13:13 ridership 5:2,19 right-of-way 2:11 2:18 road 7:6 roads 8:6 Room 1:11 Rose 2:18 4:18 route 2:16 5:3 routes 10:3,3 Row 4:25 RPR 1:17 13:20	Tait 2:3 3:24 11:1 take 9:4 taken 13:3 team 2:16 tech 12:2 technical 4:5 6:23 11:25 Ted 5:23,23 7:10 telling 9:11 terms 3:19 7:4 8:5,6 terrific 10:6 testifying 13:6 testimony 13:9 Thank 5:21,22 10:9 12:15 Thanks 7:10
<hr/> K	<hr/> N	<hr/> P	<hr/> S	
kind 3:12 Knight 4:17,17 know 4:3 7:16,20 8:5,11,15,23 9:1,1 9:6,11,18	N 3:24 4:17 13:16 near 8:22 need 6:2,19 8:1 10:17,19 11:14 12:13 net 8:21 9:1,25,25 new 9:23 10:1 noon 1:8 number 11:8	practice 8:12,16 practices 8:4 prepared 6:8 12:2 presentation 3:8 4:19 11:11 12:6,8 presented 9:3 pressure 8:25 pretty 10:8 previous 4:20 pricing 9:16 primarily 6:2 prior 13:5 probably 2:10 7:18 8:14 proceedings 13:3,5 13:7,13 process 3:15 4:6 10:20,22 program 4:25 5:1 5:13 Project 1:4 property 10:18 proposed 6:13 provide 9:5 10:5 provided 8:8 9:15 provides 8:3 proximity 7:4 purpose 6:1,19 12:13	safety 6:9 7:2 8:18 San 1:3 2:6,15 3:1 3:25 4:8 5:11,23 6:3,6,8,14 7:12 9:9 11:4 13:19 SANDAG 3:2,15 4:5 5:11	
<hr/> L	<hr/> O	<hr/> Q		
land 3:17,19 4:3,13 6:4,5,7,9,11 9:5 10:18 leave 11:14 levies 10:14 likewise 2:20 Lindbergh 6:15,18 listed 5:10 local 3:1 7:6 8:6,9 8:13 long 3:2 look 2:7 4:13 5:9 11:2,6 looking 2:8,9,16,21 3:4 5:5,19 8:21 9:13,24	October 1:7 Okay 11:10 operates 6:3 operations 7:1 opportunity 8:3 10:7 opposed 8:23 option 2:16,21 9:10 options 2:7 5:5 organizing 4:4 original 13:12 outside 3:9	Qualcomm 4:25 5:4 5:6,21 quality 7:13 8:21		

thing 3:6	website 11:20,24			
things 5:20 8:14	12:7,9			
think 3:13 4:24 5:7	welcome 2:23			
5:15 8:1,1 9:9,17	went 2:16			
9:18,19 10:1	we're 3:3,11,15 4:3			
11:10	4:4,10 11:10,16			
third 6:25	we've 5:8 7:24 12:14			
thought 3:7,14 7:3	WHEREOF 13:15			
Thursday 1:7	Wildlife 1:10			
time 5:3 12:2 13:4	WILKINSON 4:2			
timing 4:14	5:22 7:10 10:9,25			
TOD 3:18	11:10 12:12			
traffic 7:5 8:9,18,20	WITNESS 13:15			
train 1:4 7:25 8:1	witnesses 13:5			
9:18	wondering 7:14			
transcribed 13:8	words 3:4			
transcript 13:9,12	work 2:25 12:1			
13:14	working 2:14 3:2,16			
transit 8:10 9:23	3:19 4:5,8			
10:1 11:7	works 10:16			
transportation 11:6				
trips 11:8	Y			
true 13:9	years 7:17,18			
try 11:21				
tunneling 5:18	Z			
two 2:24	Zarkos 1:17 13:1,20			
type 11:7				
	1			
U	1 1:11			
understand 2:7,10	10 7:17			
8:16	11:01 12:17			
University 2:17	12:00 1:8			
5:17 11:4	13095 1:17 13:21			
updates 4:15	15 1:7 7:17			
upwards 9:5				
urban 8:7 10:5	2			
11:19	20 7:17 8:23			
use 3:18,19,25 4:3	2009 1:7 13:18			
6:4,5,7,11,13	2050 3:3,5			
uses 4:13 6:9				
U.S 1:10	3			
	375 2:25 3:11			
V				
Valley 1:11	4			
various 12:1	404 10:12			
Veronica 10:9,10,10	408 10:13			
viable 5:12				
vicinity 8:11,19	5			
visiting 12:3	5 2:19			
visual 2:23				
	6			
W	6010 1:11			
want 5:12 10:11				
11:2	9			
Water 10:12	9:00 1:8			
way 4:3 5:18 9:8,17	92011 1:12			
9:21				
ways 8:19				



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

November 19, 2009

File Number 3101200

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Dear Mr. Leavitt:

SUBJECT: SANDAG Comments on the Notice of Preparation (NOP) for
the Los Angeles to San Diego via Inland Empire Section Project
EIR/EIS

Thank you for the opportunity to provide comments on the Authority's NOP for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for our high-speed train (HST) corridor. Our agencies have worked together for several years to advance San Diego's connection to the state's proposed HST system, and we look forward to taking this big step towards implementation.

At its November 13, 2009, meeting, our Executive Committee emphasized two key comments:

- A station alternative at the proposed Lindbergh Intermodal Transportation Center (ITC) must be included in the process and high-speed trains need to directly serve this downtown San Diego area. SANDAG and the San Diego County Regional Airport Authority are underway with advanced planning for this center, with the first phase of improvements scheduled for 2015; and
- In the interest of designing a high-speed train system, we recommend that fewer stops be included for the section of high-speed rail between Los Angeles and San Diego with no more than four stops during express service. Specifically, we recommend elimination of a University City station from further study and inclusion of the station locations in Escondido and at the Lindbergh ITC.

Our additional comments are:

- SANDAG continues to support the state's efforts to plan, design, and construct HST service along this corridor.
- SANDAG will work cooperatively with partner transportation agencies along the Los Angeles to San Diego Corridor to facilitate the advancement of the project level EIR/EIS and implementation of the corridor.

- The Escondido Transit Center (ETC) continues to be SANDAG's preferred Escondido station location. Since 2008, the SPRINTER light rail service has terminated at the transit center, and SANDAG, NCTD, and MTS are planning to open the Interstate 15 (I-15) Bus Rapid Transit (BRT) service in 2012, which also will terminate at the ETC.
- The City of Escondido is currently underway with an update to its general plan, and should continue to be involved in the corridor process and specifically future land use and smart growth opportunities with a potential station.
- Furthermore, all station locations that are evaluated should provide regional multimodal connections and be located at or near existing or planned smart growth areas.
- The process should consider the SANDAG Mid-Coast Corridor and work closely to ensure that both services can share the same general corridor between the Old Town Transit Center and University City, including potential tunnel options in the University City area.
- The process also should consider ongoing and future planning and project development work for improvements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor for conventional commuter and intercity rail services.
- SANDAG recognizes that the proposed extension to the International Border is not part of the project-level analysis; we want to continue to work with the CHSRA to pursue this as a possible future extension.
- SANDAG also requests that our agencies continue to work cooperatively on the feasibility to operate a high-speed local overlay service along the HST alignment that would serve other markets such as the commuter market along the I-15 corridor.

Thank you for your continued leadership on this issue. We look forward to continuing to work together.

Sincerely,



LORI HOLT PFEILER
Chair, SANDAG Board of Directors

LCU:sgf

Kris Livingston

From: Ed Batchelder [EBatchelder@ci.chula-vista.ca.us]
Sent: Thursday, November 05, 2009 10:10 AM
To: jmartinez@cordobacorp.com; HSR Comments
Cc: Dave Kaplan; Gary Halbert; Scott Tulloch; Jim Sandoval
Subject: LA-SD HST Project- Chula Vista as Participating Agency

Dear Mr. Martinez-

In response to the September 30, 2009, Participating Agency Invitation Letter from Mr. Dan Leavitt to our City Manager Jim Sandoval, please let this email correspondence serve as the City of Chula Vista's affirmative response for inclusion as a Participating Agency in the continuing process for consideration of the Los Angeles to San Diego Section of the California High Speed Train (HST) System project.

Our primary City staff contact will be:

Mr. Dave Kaplan
Transportation Engineer
City of Chula Vista
Development Services Department
276 Fourth Ave, Bldg. 200
Chula Vista, CA 91910
(619) 691-5025
dkaplan@ci.chula-vista.ca.us

Please let me know if you need anything else from the City at this point. We look forward to working with you on the project.

Ed Batchelder
Advance Planning Manager
City of Chula Vista
Development Services Department
276 Fourth Ave.
Chula Vista, CA. 91910
(ph) 619-691-5005
(fax) 619-409-5859



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla ☐ October 14 – San Diego ☒ October 15 – Escondido

Name (please print): JAY PETREK City: Escondido State: CA Zip: 92025

Organization/Business CITY PLANNING DIVISION E-mail: jpetrek@escondido.org

Address: 201 N. BROADWAY ESCONDIDO, CA 92025

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Galloway, Tait [TGalloway@sandiego.gov]
Sent: Thursday, November 19, 2009 2:58 PM
To: HSR Comments
Cc: Anderson, William; Nelson, Job; Rath, Phil; Wright, Mary; Gallardo, Cecilia; Blake, Martha; Boekamp, Patti; Van Wanseele, Deborah; Marabian, Linda; Hajjiri, Samir; Gardiner, Maureen
Subject: LA-SD HST Section via the Inland Empire NOP Comment Letter
Attachments: City of San Diego Comment Letter HST NOP EIR-EIS 11-19-09.pdf

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority

The attached PDF contains the City of San Diego's comment letter dated 11-19-09 in response the Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire being prepared by the California High-Speed Rail Authority.

If you have any problems opening or reading the PDF please contact the following staff person:

Tait Galloway, Senior Planner
City of San Diego, City Planning & Community Investment Dept.
202 C St., San Diego, CA 92101
(619) 533-4550 Fax (619) 533-5951



THE CITY OF SAN DIEGO

MAYOR JERRY SANDERS

November 19, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

SUBJECT: City of San Diego Comments on the Notice of Preparation (NOP) for the Los Angeles to San Diego via Inland Empire Section Project EIR/EIS

Thank you for the opportunity to provide comments on the California High-Speed Rail Authority's NOP for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Diego section of the high-speed train (HST) corridor. The City has been working with the San Diego Association of Governments (SANDAG) and California High-Speed Rail Authority (CHSRA) for several years to advance San Diego's connection to the state's proposed HST system and we look forward towards working with SANDAG and CHSRA on its implementation within the City.

For your consideration, the City is providing the following comments:

- The City continues to support the state's efforts to plan, design, and construct HST service along this important corridor.
- The City will work cooperatively with SANDAG and the CHSRA to facilitate the advancement of the project level EIR/EIS and implementation of the corridor within the City.
- A station alternative at the proposed Lindbergh Intermodal Transportation Center (ITC) should be included in the process. SANDAG, the San Diego County Regional Airport Authority, and the City are underway with advanced planning for this center, with the first phase of improvements scheduled for 2015.



City Planning and Community Investment

202 C Street, MS 4A • San Diego, CA 92101-3864
Tel (619) 235-5200 Fax (619) 533-5951

November 19, 2009

Mr. Leavitt

Page 2 of 3

- All station locations that are evaluated should provide regional multimodal connections and consider vehicle parking demands, traffic impacts, and land use impacts. When evaluating impacts to land use within the City, the EIR/EIS should use the City's adopted General Plan land uses and community plan land uses.
- The process should consider the existing and planned light rail transit along SANDAG's Mid-Coast Corridor and work closely to ensure that both services can share the same general corridor between the Old Town Transit Center and University City. This should also include evaluating City right-of-ways and public and privately own property.
- The process should consider potential tunnel alignment options in University City area and/or the use of the I-5 right-of-way rather than Rose Canyon between I-805 and I-5.
- If the process considers a potential station at University City, it should be located at or in proximity to the planned multimodal transit station which will be served by the Mid-Coast light rail transit extension and regional and local transit service.
- The process should consider potential impacts to view corridors identified in the City's adopted community plans and local coastal program associated with use of aerial structures.
- The process should consider different grade alternatives along the Downtown to Old Town Transit Center corridor and potential impacts to City right-of-ways and public and private property.
- The process should consider potential impacts to underground and above ground utilities.
- The process should consider that portions of the Downtown to Old Town Transit Center corridor and the Mid-Coast Corridor are within the North Bay Redevelopment Project Area administered by the Redevelopment Agency of the City of San Diego.
- The process should consider ongoing and future planning and project development work for improvements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor for conventional commuter and intercity rail services.
- The process should utilize the City's published CEQA significant thresholds and applicable technical evaluation guidelines including, but not limited to biological, traffic, and historical resources when evaluating potential impacts within the City.

November 19, 2009

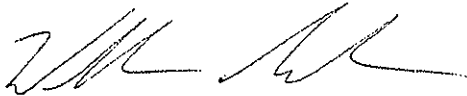
Mr. Leavitt

Page 3 of 3

- The City recognizes that the proposed extension to the International Border is not part of the project-level analysis; we want to continue to work with SANDAG and the CHSRA to pursue this as a possible future extension.
- The City also supports SANDAG's effort to work cooperatively with the CHSRA on the feasibility to operate a high-speed local overlay service along the HST alignment that would serve other markets such as the commuter market along the I-15 corridor.

Thank you for considering our comments. We look forward to continuing to work together with SANDAG and the CHSRA. If you have any questions concerning the City's comments, please contact Tait Galloway, Senior Planner at (619) 533-4550 or tgalloway@sandiego.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'William Anderson', with a stylized, flowing script.

William Anderson, FAICP
City Planning & Community Investment Director

WA/TSG

Kris Livingston

From: Mays, Jesse [JMays@san Diego.gov]
Sent: Friday, November 20, 2009 3:58 PM
To: HSR Comments
Cc: Gregory Parks
Subject: LA-SD HST Section via the Inland Empire
Attachments: 09-11-20 Lightner Frye LA-SD HST Comment Letter.pdf

Please see letter from Councilmember Sherri Lightner and Councilmember Donna Frye, City of San Diego, attached as PDF. (This letter is also being sent by US Mail.)

Please confirm receipt. Thank you.

Best,

Jesse Mays

Jesse Mays
Council Representative
Office of Councilmember Sherri S. Lightner
First District, City of San Diego
202 C Street, MS 10A
San Diego, CA 92101
jmays@san Diego.gov
P: (619) 236-7294
F: (619) 236-6999
www.san Diego.gov/cd1

Disclosure: This email is public information. Correspondence to and from this email address is recorded and may be viewed by third parties and the public upon request.



THE CITY OF SAN DIEGO

SHERRI S. LIGHTNER
CITY COUNCILMEMBER – DISTRICT 1

DONNA FRYE
CITY COUNCILMEMBER – DISTRICT 6

November 20, 2009

California High-Speed Rail Authority
Mr. Dan Leavitt, Deputy Director
Attn: LA - SD HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

Subject: Comments on the Notice of Preparation for the Los Angeles to San Diego via Inland Empire Section Project EIR/EIS

Thank you for the opportunity to comment on the path of a high-speed train (HST) corridor through our region. We support bringing HST to San Diego. HST will benefit our region in many ways, including adding 45,250 more jobs by 2030, stimulating the economy, decreasing the demand for auto travel, and reducing our overall carbon emissions. We may submit additional comments and respectfully request that they be included in the LA-SD HST Project Level EIR/EIS that you will be preparing.

We respectfully request that the process include the following:

- An alignment alternative along I-15 to a station alternative at Qualcomm Stadium should be studied in depth in any EIR/EIS.

Data from the *Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed California High-Speed Train System* prepared by the California High-Speed Rail Authority and the Federal Railroad Administration in 2005 demonstrates that this alignment is cheaper to build, faster to the region, and will attract 350,000 more intercity passengers by 2020 than the two proposed alignments along the I-15 to I-5 corridor (Table 6.5.3). This alignment will have lower potential impacts to aesthetic, visual, archaeological, and cultural resources. Moreover, a stop at Qualcomm is more centrally located in the San Diego region and provides opportunities for Smart Growth and redevelopment. This route does not preclude a final stop at Lindbergh Field or downtown San Diego. The corridor could also be continued to the international border.

The 2005 EIR/EIS found that the I-15/Qualcomm route would be superior in the following ways:

- **Cheaper to build** – The 2005 EIR/EIS evaluated the costs of the alternatives and found that the I-15/Qualcomm route would be at least \$75 million cheaper to build than the I-15/I-5 routes—and that did not take into account the cost of tunnels and an underground station in University City, which have since been proposed as part of the I-15/I-5 routes. Other route options in San Diego have been rejected as too costly because tunneling was necessary (pp 2-80).
- **Easier to build** - The 2005 EIR/EIS found that the LOSSAN route from Oceanside to San Diego would be constrained with the addition of HST (pp 2-87 to 2-88). It is not clear whether the 2005 EIR/EIS evaluated the constraining effect of HST on the existing Amtrak and freight routes, and proposed light rail route (the Mid-Coast Corridor project) along the I-15/I-5 routes from University City to Lindbergh Field.
- **Faster to the region** – The 2005 EIR/EIS found that high-speed trains along the I-15/Qualcomm route would travel at greater average speeds and have shorter travel times than high-speed trains along the I-15/I-5 routes. High-speed trains along the I-15/Qualcomm route were predicted to travel at average speeds of 153 mph, compared to 91 mph or 93 mph for the two I-15/I-5 routes (pp 2-80). The transit time for the I-15/Qualcomm route would be 4.2 minutes from Mira Mesa, compared to transit times of 14 minutes for the two I-15/I-5 routes (pp 2-80 and Table 6.5.3). (Please note the discrepancies between the speeds and travel times listed on pp 2-80 and in Table 6.5.3.)
- **Fewer aesthetic/visual impacts** – The 2005 EIR/EIS found that the I-15/I-5 routes would have significant visual and aesthetic impacts while the I-15/Qualcomm route would not: “In the Mira Mesa to San Diego segment, the two alignment options that would join the coast and serve downtown San Diego would have more potential high visual impacts that the alignment option that would serve the Qualcomm Stadium station” (pp 3.9-17).
- **Fewer archaeological/historical impacts** – The 2005 EIR/EIS found that the two I-15/I-5 routes impact 47 and 49 recorded archaeological sites, which is nearly an order of magnitude greater than the 5 sites impacted by the I-15/Qualcomm route (pp 3.12-25). Similarly, the potential for impacts on historic resources is higher for the I-15 to I-5 routes than it is for the I-15/Qualcomm route: “For Mira Mesa to San Diego, the two alignments each average about 21% of the study area built during the historic period. None of the spur from I-15 to Qualcomm Stadium developed during the historic period. Over 95% of the area around the San Diego Station at the Santa Fe Depot was developed during the historic period, and the station structure is listed in the NRHP” (pp 3.12-26).

Given its better ranking on these and other issues, the Qualcomm route should not have been eliminated from consideration

- **An HST corridor to the border should be studied in depth in any EIR/EIS.**

We believe that a continuation of the I-15 corridor route to the border should be included in the evaluation. HST presents a remarkable opportunity to partner binationally to bring progress to our entire region. Building HST to the border will provide redevelopment opportunities and economic growth in Otay Mesa, San Ysidro, and the South Bay area. An HST station at Rodriguez International Airport could be a part of a larger plan for a binational regional airport.

- **Facilitate meaningful public participation as promised in the 2005 EIR/EIS (“Provide opportunities for community involvement early in project level studies” (pp 3.7-26).**

Our constituents have shown great interest in participating in this project, as demonstrated by the numbers from the public scoping meetings held in October, 2009. 178 individuals attended the scoping meeting held in the University City neighborhood of San Diego—more than the other two meetings in the region combined, and many more than the 34 who attended the April 24, 2004 meeting at the San Diego Association of Governments (SANDAG). CHSRA officials said that major themes of public comments they have received so far are to consider the I-15 corridor to Qualcomm, and concerns regarding Rose Canyon, property impacts, earthquake safety, and financing.

Members of the public sent over 150 emails to the members of the SANDAG Executive Committee before their November 13, 2009 meeting, asking them to request that the I-15/Qualcomm route and an extension to the border be studied. We also made this request in a letter to the SANDAG Executive Committee dated November 12, 2009 (Attachment 1). We urge the public’s main concerns and suggestions to be taken seriously.

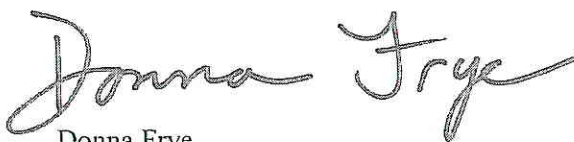
The public involvement seen to date is mainly a result of grassroots citizen action, and not as a result of any initiative by the CHSRA. We have been disappointed by the minimal to non-existent efforts by SANDAG and the CHSRA to involve the public in the process so far, and we hope you find ways to improve those efforts in the future. Suggestions are to engage a broader spectrum of the public by using appealing vernacular in advertisements for scoping meetings, instead of legalese that many are unable to understand; engage the public and elected officials earlier in the process rather than working for years on a project behind closed doors; open meetings of technical working groups to the public or publishing their findings on the internet; place important documents in libraries of neighborhoods potentially impacted by the project, not just a token copy at the central library; advertise scoping meetings prominently throughout the community; and hold scoping meetings at a variety of times when the most people are able to attend, including weekends and evenings. In addition, facilitate public participation by organizing documents along regional lines. In particular, rather than presenting the information for each parameter and all regions, present an evaluation of all parameters for each given region.

Thank you for your consideration, and we look forward to working with you to bring HST to our region.

Sincerely,



Sherri S. Lightner
Councilmember, First District
The City of San Diego



Donna Frye
Councilmember, Sixth District
The City of San Diego

Attachment 1



THE CITY OF SAN DIEGO

SHERRI S. LIGHTNER
CITY COUNCILMEMBER – DISTRICT 1

DONNA FRYE
CITY COUNCILMEMBER – DISTRICT 6

November 12, 2009

SANDAG Executive Committee
401 B Street, Suite 800
San Diego, CA 92101-4231

Dear Chair Pfeiler & Honorable Committee Members:

Subject: SANDAG Comments to the California High-Speed Rail Authority on the Notice of Preparation for the Los Angeles to San Diego via Inland Empire Section Project EIR/EIS

At your meeting tomorrow, you will consider comments from SANDAG to the California High-Speed Rail Authority (CHSRA) on a high-speed train (HST) corridor through our region (Item 4).

We appreciate that your draft comments include a pledge from SANDAG to continue to support the state's efforts to plan, design, and construct an HST corridor through our region, and to work cooperatively to move forward with a project level EIR/EIS and implementation of the corridor. HST will bring many benefits to our region, including 45,250 more jobs by 2030, economic stimulus, decreased demand for auto travel, and an overall reduction in carbon emissions.

We respectfully request that the following comments also be included in your letter:

- **An alignment alternative along I-15 to a station alternative at Qualcomm Stadium should be included in the process.**

The CHSRA's own 2005 program EIR/EIS demonstrated that this alignment is cheaper to build, faster to the region, and will attract more intercity passengers than the Carroll Canyon or Miramar Road alignments. This alignment was also shown to have lower potential impacts to aesthetic, visual, cultural, and paleontological resources. Moreover, a stop at Qualcomm is more

Page 2
SANDAG Executive Committee
November 12, 2009

centrally located in the San Diego region and provides opportunities for Smart Growth and redevelopment. This route does not preclude a final stop at Lindbergh Field or downtown San Diego. The corridor could also be continued to the international border.

- **Summary of comments received at local public scoping meetings, including those which the CHSRA has acknowledged receiving.**

While these comments were also collected by the CHSRA, SANDAG represents the citizens of our region and its comments ought to reinforce and reflect their views. According to your backup material for Item 4, public comments at local scoping meetings “focused on concern for the proposed alignment through Rose Canyon in University City, potential traffic impacts near stations, and the need for additional construction along the Interstate 15 corridor.” At the November 10th University Community Planning Group meeting, CHSRA officials said that major themes of public comments they have received so far are to consider the I-15 corridor to Qualcomm, and concerns regarding Rose Canyon, property impacts, earthquake safety, and financing. Most of these comments are not currently reflected in your letter, and we believe they should be included.

- **A corridor to the border should be studied as a part of the project level EIR/EIS.**

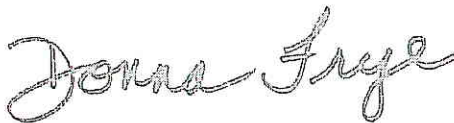
At this stage in the environmental process, we believe that a continuation of the I-15 corridor route to the border should be included in the evaluation. HST presents a remarkable opportunity to partner binationally to bring progress to our entire region. Building HST to the border will provide redevelopment opportunities and economic growth in Otay Mesa, San Ysidro, and the South Bay area. An HST station at Rodriguez International Airport could be a part of a larger plan for a binational regional airport.

Thank you for your consideration, and we look forward to working with you to bring HST to our region.

Sincerely,



Sherri S. Lightner
Councilmember, First District
The City of San Diego



Donna Frye
Councilmember, Sixth District
The City of San Diego

Kris Livingston

From: Carmichael, Leann [Leann.Carmichael@sdcounty.ca.gov]
Sent: Friday, November 20, 2009 2:12 PM
To: jmartinez@cordobacorp.com; HSR Comments
Subject: LA-SD HST Section via the Inland Empire
Attachments: NOP comment letter 11-09.pdf; Participating Agency acceptance ltr 11-09.pdf

Attached are the County of San Diego's comments on the Notice of Preparation and our Participating Agency acceptance letter. Please add me to your list for notices and information. Thank you!

LeAnn Carmichael, LEED AP

Department of Planning and Land Use
5201 Ruffin Road, Suite B
San Diego, California 92123
Direct: (858) 694-3739
Fax: (858) 694-2555



ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcounty.ca.gov/dplu

November 20, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Project
925 L Street, Suite 1425
Sacramento, California 95814

COMMENTS ON THE NOTICE OF PREPARATION FOR THE LOS ANGELES TO SAN DIEGO SECTION OF THE INLAND EMPIRE HIGH SPEED TRAIN

The County of San Diego has received and reviewed the Notice of Preparation for the Los Angeles to San Diego section of the Inland Empire High Speed Train Environmental Impact Report/Environmental Impact Statement (EIR/EIS) dated September 30, 2009 and appreciates this opportunity to comment. In response to the document the County, as a potential responsible agency under CEQA Section 15381, has comments that identify potentially significant environmental issues that may have an affect on the unincorporated lands of San Diego County that the County will need to have explored in the environmental document.

County Department of Planning and Land Use (DPLU), Department of Parks and Recreation (DPR), and Department of Public Works (DPW) staff has completed its review and has the following comments regarding the content of the above documents:

GENERAL COMMENTS

1. The County of San Diego, Land Use and Environment Group has developed Guidelines for Determining Significance that are used as guidance for determining the significance of environmental impacts in the unincorporated portions of the County of San Diego. The Guidelines also provide mitigation options for addressing potentially significant impacts. Project impacts that could have potentially significant adverse effects to the unincorporated County or County facilities should evaluate and mitigate environmental impacts using the guidance described in the County of San Diego Guidelines for Determining

Significance, available online at:

<http://www.sdcountry.ca.gov/dplu/procguid.html#guide>.

2. San Diego County is in the process of completing a North County Multiple Species Conservation Plan (MSCP) under the Natural Communities Conservation Program (NCCP). The draft North County MSCP map and plan information is available at: <http://www.sdcountry.ca.gov/dplu/mscp/nc.html>. The North County MSCP plan will cover the area from the San Diego County line south to Escondido. The area south of Escondido that remains in unincorporated jurisdiction is covered by the existing South County MSCP plan.
3. Overall, the County of San Diego is very interested in the final alignment chosen in northern San Diego County. Routes that favor the interstate corridors would produce the least impact to communities, property owners, natural habitats and corridors. Considering the topographic constraints in the area, it is understandable that some tunneling would be needed. However, we would encourage exploration of alternatives in the EIR/EIS that reduce the impacts to the area and remain economically feasible.
4. Extensive tunneling will require thorough geotechnical analysis. Issues such as faulting, vibration, groundwater, and disposal of mined material would need to be included in the EIR/EIS. The rock formations in the tunnel area may produce high quality aggregate materials that can be utilized in the construction of the railway if timed accordingly. This may help defray the high cost of tunnel construction.

TRANSPORTATION

5. Figure A (Los Angeles to San Diego Section via the Inland Empire) of the NOP depicts a proposed HST rail alignment that does not completely align with the existing state highway facility of I-15 and would likely traverse transportation infrastructure and roadway facilities in the unincorporated areas of northern San Diego County. The Project EIR/EIS should identify any County roads that will be closed, realigned, or impacted by the proposed route. The Project EIR/EIS should assess alternative alignments to reduce or avoid any impacts.
6. The Project EIR/EIS should clearly identify components of the HST Project that may impact County roadway facilities. The HST alignment, tracks, right-of-way, stations, and any ancillary facilities should be detailed in the Project EIR/EIS.
7. The Project EIR/EIS should note that the proposed HST Project will not preclude the construction of any planned County Circulation (Mobility) Element roads. The HST Project should accommodate all planned County Circulation Element roads.
8. The Project EIR/EIS should propose appropriately scaled mitigation for any direct impacts to County roadway segments and/or intersections.

9. The Project EIR/EIS/Traffic analysis should include identification and assessment of the potential traffic impacts associated with construction traffic generated by the proposed HST project.
10. The Project EIR/EIS should note that construction permits from the County will be required for any work that is done within the County ROW.
11. The Project EIR/EIS should consider payment to the County's Transportation Impact Fee (TIF) program as mitigation for any cumulative impacts to County facilities

If you have any questions on the above comments from DPW Traffic/Transportation Planning, please contact Bob Goralka at (858) 874-4202.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving and future environmental documents related to this project, the DEIR/EIS for review, or providing additional assistance at your request. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858)694-3739 or via email at leann.carmichael@sdcounty.ca.gov.

Sincerely,



For

ERIC GIBSON, Director
Department of Planning and Land Use

cc: Vince Nicoletti, Group Program Manager, DPLU (via email)
Nael Areigat, Project Manager, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, Transportation Division, (via email)
Rainbow Community Planning Group
Fallbrook Community Planning Group
Valley Center Community Planning Group
Twin Oaks Valley Community Sponsor Group
Bonsall Community Sponsor Group
LeAnn Carmichael, Land Use/Environmental Planning Manager, DPLU (via email)
Priscilla Jaszowski, Administrative Secretary, Department of Planning and Land Use, (via email)



ERIC GIBSON
DIRECTOR

County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (858) 694-2960
TOLL FREE (800) 411-0017
www.sdcountry.ca.gov/dplu

November 18, 2009

Dan Leavitt, Deputy Director
California High Speed Rail Project
925 L Street, Suite 1425
Sacramento, California 95814

PARTICIPATING AGENCY INVITATION FOR THE CALIFORNIA HIGH SPEED RAIL PROJECT LOS ANGELES TO SAN DIEGO SECTION

The County of San Diego has received your invitation to become a Participating Agency for the Los Angeles to San Diego Section of the Inland Empire High Speed Train. The County of San Diego's land use authority relates to the unincorporated lands in northern San Diego County where the project is proposed to traverse. We appreciate this opportunity to become a participating agency due to our interest in transportation projects and the communities and natural habitats that they may influence.

The lead contact for the project will be LeAnn Carmichael, Land Use and Environmental Planning Manager, with the County Department of Planning and Land Use (DPLU). She can be reached at (858) 694-3739 or email at leann.carmichael@sdcounty.ca.gov. Ms. Carmichael will coordinate with the other interested departments in the county, such as, the Department of Public Works, Department of Parks and Recreation, and the Air Pollution Control District.

We look forward to participating and receiving future environmental documents related to this project or providing additional assistance and input.

Sincerely,

ERIC GIBSON, Director
Department of Planning and Land Use

cc: Jose Martinez, Regional Manager, California High Speed Rail Authority, 925 L
Street, Suite 1425, Sacramento, California 95814
Vince Nicoletti, Group Program Manager, DPLU (via email)
Nael Areigat, Project Manager, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, Transportation Division, (via email)
Rainbow Community Planning Group
Fallbrook Community Planning Group
Valley Center Community Planning Group
Twin Oaks Valley Community Sponsor Group
Bonsall Community Sponsor Group
LeAnn Carmichael, Land Use/Environmental Planning Manager, DPLU (via
email)
Priscilla Jaskowiak, Administrative Secretary, Department of Planning and
Land Use, (via email)

Kris Livingston

From: Ellen Willis [ebwetc@gmail.com]
Sent: Friday, November 20, 2009 6:15 AM
To: HSR Comments
Subject: LA-SD HST Section Via the Inland Empire
Attachments: NOPNOI Comments High Speed Rail2009.pdf; High Speed Rail EIREIS Comments_2004.pdf

please find the comments of the Rancho Bernardo Community Planning Board attached for your attention.....

*ellen willis
Chair, RBCPB*

fax/11/20/09

Rancho Bernardo Community Planning Board
www.RBPlanningBoard.com
15721 Bernardo Heights Parkway, Suite B-230
San Diego, CA 92128

November 19, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Comments Regarding the NOP/NOI for the LA-SD HST Section via the
Inland Empire of the California High-Speed Rail

Dear Mr. Leavitt:

The Rancho Bernardo Community Planning Board is an officially recognized community planning group in the City of San Diego. Our purpose is to advise the San Diego City Council, Planning Commission, and other decision-makers on development projects, general or community plan amendments, rezonings, and public facilities. We are particularly interested in projects that could adversely affect the residents of Rancho Bernardo.

The proposal to construct, operate, and maintain a high speed rail line through the Interstate 15 (I-15) corridor within the City of San Diego is of particular interest to the Planning Board because as currently proposed, the Los Angeles to San Diego segment of the high speed train will bisect the community of Rancho Bernardo. The proximity of the proposed alignment to residential development, the potential need to condemn private properties to accommodate the new line because the existing freeway right-of-way in this area is extremely limited, the impacts to existing transportation facilities, and the adverse effects related to noise, visual quality, aesthetics, and community character are all of concern to the residents of Rancho Bernardo.

On November 3, 2009 the Rancho Bernardo Community Planning Board held a special meeting to address the concerns identified above. Specifically addressed was the concern that all these issues were brought to your attention, per our letter of August 30th 2004, and none have been either resolved or responded to in the current documents. A copy of our previous correspondence is attached. The attendance of some of the representatives of neighboring community planning groups/boards is a clear indication that all of the communities that border the I-15 corridor, including San Pasqual, Rancho Penasquitos, Carmel Mountain, Sabre Springs, Mira Mesa, and Scripps Ranch, have similar issues.

In reviewing the Notice of Intent (NOI) that was published in the Federal Register and the Notice of Preparation (NOP) that was provided on your website, we are unable to find any details regarding the proposed project that were not already provided as part of the programmatic Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) prepared in 2004. The Board previously provided comments about the lack of site specific information and the need for adequate details to facilitate a comprehensive analysis of the potential adverse effects of this proposal on the residents of Rancho Bernardo. We continue to have those same concerns today.

Both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) provide guidance on when and how scoping should be conducted prior to preparing environmental documentation. The CEQA Guidelines state that a Notice of Preparation should provide sufficient information describing the project and the potential environmental effects to allow for a meaningful response. At a minimum, the NOP should provide adequate details about the project to enable the public to understand how the project could affect the environment. Section 1501.7(a) of the Council on Environmental Quality Regulations for Implementing NEPA states that as part of the scoping process “the lead agency shall determine the scope and the significant issues to be analyzed in depth in the environmental impact statement.” Section 1501.7(b) indicates that scoping meetings are often appropriate “when the impacts of a particular action are confined to specific sites;” and Section 1501.7(c) states that “an agency shall revise the determinations made under paragraphs (a) and (b) if substantial changes are made later in the proposed action, or if significant new circumstances or information arise which bear on the proposal or its impacts.”

Until an alignment within the I-15 corridor is proposed and adequate engineering plans are available to describe how the rail line will be constructed through the Rancho Bernardo area, it is impossible for the community to identify all of the relevant issues that could impact the community. Instead, we are forced to provide a laundry list of probable impacts that may or may not be relevant to the final proposal. **We therefore request that the public be given a formal opportunity to provide additional scoping comments once the 15 percent engineering drawings are available for review and comment.** In the meantime, the Board is providing a number of general concerns that will need to be expanded upon when more specific project details are made available for review. These concerns are outlined below.

Project Alternatives

The Council on Environmental Quality describes the alternatives section as the heart of the EIS. As such, the alternatives presented in an EIS should be reasonable and implementable, must be given equal treatment, and must provide clear choices for the decisionmaker. Similarly, the CEQA Guidelines in Section 15126.6 state that an EIR shall consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives is required to focus on alternatives to the project design or its location which are

capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Alternative Alignment. We believe that the programmatic EIR/EIS did not provide an adequate evaluation of a coastal route alternative and therefore this alternative should be considered again in the current draft EIR/EIS. In addition, even if the coastal route is ultimately identified as an alternative that was considered but dismissed from further consideration, the draft EIR/EIS should include a comparison of the environmental and fiscal costs and benefits of a coastal alignment and an inland alignment that follows the I-15 corridor.

Alternative Designs. The draft EIR/EIS should evaluate a variety of construction options, including: 1) maximizing the length of rail line that is undergrounded in areas where a) sensitive noise receptors occur in proximity to the alignment and/or b) elevated lines would adversely affect the visual character of the community, such as the area between Lake Hodges and Los Penasquitos Canyon; 2) minimizing the need for condemnation of private lands by incorporating the alignment into the existing right-of-way; and 3) minimizing the length and height of elevated sections of the line where significant adverse impacts to visual quality could result, such as between Green Valley Creek and Bernardo Center Drive. Additional design options may also be apparent once specific details regarding the proposed alignment are provided for review.

Project Description

Section 15124 of the CEQA Guidelines requires an EIR to describe a proposed project in a way that will be meaningful to the public and to the decisionmakers. Normally, a preliminary engineering design of 30 percent is provided before a draft EIR is developed to evaluate potential effects. The NOP/NOI indicates that only a 15 percent design level will be provided for this draft EIR/EIS. It is imperative that the project description provided in the draft EIR/EIS be of sufficient detail to allow the affected communities and the decisionmakers to grasp the magnitude of the impacts that could result from the implementation of this project. Additionally, the design details must be specific enough to ensure the preparation of a meaningful and effective Mitigation, Monitoring, and Reporting Program, as required by CEQA.

Existing Conditions/Project Setting

The discussion of existing conditions in the programmatic EIR/EIS was far too generic and did not provide adequate information about the project setting and existing community character to allow for a comprehensive analysis of environmental consequences, even at the programmatic level. The proposed project-specific EIR/EIS will require an extensive review and detailed description of the existing conditions within the project's area of potential effect. The affected area will be different depending upon the topic being addressed. For instance, water quality impacts must consider the east-west watersheds, such as the San Dieguito River and Los Penasquitos Canyon watersheds, that the proposed alignment will cross. To

evaluate the impacts of the project on visual quality will require the identification of specific viewsheds. This is particularly important in Rancho Bernardo, where most of the residents in the eastern portion of the community have views of the I-15 corridor and the undeveloped hillside of 4S Ranch to the west, and the residents in the western portion of the community have views across the freeway of the mountains to the east. The transportation facilities and general traffic circulation within each community along the I-15 corridor varies depending upon the size and location of the roads that feed onto the freeway and the mix of uses within the community. This information will be important in evaluating impacts to traffic circulation during project construction, as well as the long term effects of the rail line on existing transportation features such as carpool lanes, transit stations, and park and ride facilities.

Other important information that must be included in the existing conditions discussion is the proximity of residential development and public parks to the proposed rail line, as well as the significant natural open space areas, such as the Lake Hodges/San Pasqual Valley area, Green Valley Creek, and Los Penasquitos Canyon, all of which would have to be crossed by the proposed rail line.

Environmental Impact Analysis

Construction Related Impacts. The residents of Rancho Bernardo have endured years of construction on the I-15 corridor. This ongoing construction affects air quality; increases noise, particularly at night; causes traffic congestion on the freeway and surface street congestion during freeway closures; and results in the replacement of green vegetation with concrete. Construction of a new rail line within the freeway corridor will result in similar impacts, all of which should be addressed in the draft EIR/EIS. The potential for full freeway closures should be disclosed, and adequate mitigation measures should be included to reduce air quality, noise, and traffic congestion impacts to below a level of significance.

Impacts to Existing Transportation Facilities. The portion of the I-15 corridor that extends from State Route 78 in Escondido to State Route 163 in San Diego is currently being upgraded to accommodate carpool and high occupancy vehicle traffic. Special elevated access ramps are being constructed to provide buses with dedicated access to transit stations; existing bridges are being reconstructed, some for the second time, to accommodate the expanded carpool lanes, and much of the existing right-of-way within this portion of the I-15 corridor is now covered in concrete with little if any room for additional facilities.

The draft EIR/EIS should describe how these new facilities could be impacted by the rail line and which facilities would have to be removed, relocated, or retrofitted. According to SANDAG, more than \$280 million dollars of the funds being used to implement the current transportation improvements along the I-15 corridor are Transnet funds, funds that are generated by the residents of San Diego County through the collection of a one-half cent sales tax. The draft EIR/EIS should include a detailed evaluation of how the construction and

operation of the proposed rail line could impact the Transnet funded facilities. Adequate mitigation including reimbursement for any loss of facilities funded with Transnet dollars should be address in the document.

Impacts to Visual Quality, Aesthetics, and Community Character. Factors such as the height of proposed structures, design, color, visibility and placement within the viewshed, and proximity to other structures should all be considered in evaluating the impacts of the project on visual quality, aesthetics, and community character. The impacts during construction may be different than those occurring after project completion. The document should include photo simulations that illustrate the visibility of the project features from various parts of the community and depict the effects these facilities could have on existing open space areas such as Lake Hodges, Battle Mountain, and Los Penasquitos Canyon.

Requirements for night lighting should also be addressed. Rancho Bernardo has long supported the protection of dark skies to facilitate activities at the Palomar Observatory. The need for night lighting associated with the proposed rail line and the potential effects of this lighting on community character should be fully addressed.

Increases in Ambient Noise Levels. The document must describe the anticipated noise impacts to sensitive receptors along the proposed alignment, particularly in areas where the system would be elevated. A comprehensive noise analysis should be conducted that takes into consideration the existing elevations of sensitive receptors and the proximity of the line to these receptors, as well as the existing and future noise levels generated from within the I-15 corridor. Noise levels at night will have a greater impact on adjacent residents; therefore, noise impacts that are averaged over a 24 hour period will not provide an adequate evaluation of potential noise impacts to adjacent residential areas.

The cumulative effect of all the noise generated within the I-15 corridor must be considered, as should any discernable differences in the type of noise generated by high speed trains, such as differences in pitch that could impact residents differently than standard noise generated by tires on the roadway. The draft EIR/EIS will also have to provide detailed information regarding how noise impacts would be mitigated, particularly where elevated tracks would be too high to construct sound walls or other noise reducing structures.

The draft EIR/EIS, as well as the Mitigation, Monitoring, and Reporting Program, must describe how noise mitigation, including funding and implementation, will be assured. Sighting an inability to fund needed noise mitigation, as was done by Caltrans for the I-15 improvements, is not acceptable. Without adequate assurances, the project's noise impacts must be identified as significant and unmitigated.

Vibration

Impacts to adjacent properties related to vibration during construction, as well as during project operation, should also be addressed.

Air Quality

In addition to standard direct, indirect, and cumulative air quality analysis, the document should consider the effects that existing wind conditions within the community will have on the creation and distribution of airborne particulate matter, including dust. This analysis is particularly important for construction related activities, although the cumulative effect of dust generation as a result of project operation along with dust generated from freeway operations must also be evaluated.

Soil Related Impacts. There are a number of ancient landslides and slide prone clay formations along the I-15 corridor, particularly at the southern end of Rancho Bernardo. The draft EIR/EIS should address the potential effects of existing soil problems on the proposed alignment. An evaluation of the potential effect of increased vibration in areas with known soil problems should also be included.

Cumulative Effects Analysis. The cumulative effects of this project combined with past, current, and reasonably foreseeable projects along the I-15 corridor must also be evaluated for all of the issues outlined above, as well as any other issues that are identified during this or future scoping processes.

Mitigation Measures

The draft EIR/EIS should include a draft Mitigation, Monitoring, and Reporting Program that describes the measures that will be incorporated into the project to reduce impacts to below a level of significance and establishes responsibility for each measure in order to ensure that all of the proposed mitigation will be implemented.

Provided above is our initial list of potential effects that we believe must be addressed in the draft EIR/EIS. These comments are based on the limited information available regarding the ultimate design of the rail line through our community. As stated previously, we request the opportunity to provide additional comments, prior to the release of the draft environmental document, when site specific project details are available for our area. We appreciate this opportunity to provide comments and request that we be contacted as new information about the project is made available.

Sincerely,

Ellen Willis, Chair
Rancho Bernardo Community Planning Board

cc: Mayor Jerry Sanders, City of San Diego
San Diego City Councilman Carl DeMaio
San Diego County Supervisor Pam Slater-Price
State Assemblyman Nathan Fletcher, 75th District
State Senator Dennis Hollingsworth, 36th District
Congressman Brian Bilbray, 50th District
U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
SANDAG, Regional Transportation Planning
Community Planners Committee (CPC)
San Pasqual/Lake Hodges Planning Group
Rancho Penasquitos Planning Board
Carmel Mountain Ranch Planning Group
Sabre Springs Planning Group
Mira Mesa Planning Group
Scripps Ranch Planning Group

Attachment: Letter Regarding the Previous Programmatic EIR/EIS for the Project from
the Rancho Bernardo Community Planning Board, dated August 30, 2004

**Rancho Bernardo Community Planning Board
15721 Bernardo Heights Parkway, Suite B-230
San Diego, CA 92128**

August 30, 2004

Attn: California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Comments Regarding the Adequacy of the draft Program EIR/EIS for the Proposed California High-Speed Rail System

Dear Mr. Leavitt and Mr. Valenstein:

The Rancho Bernardo Community Planning Board, a City of San Diego recognized community planning group, has reviewed the Program EIR/EIS for the Proposed California High-Speed Rail System and finds that the draft, as currently prepared, does not adequately address the environmental consequences of the proposed project, nor does it address a reasonable range of project alternatives. In addition, the project description and impact analysis do not provide adequate information to allow the public or the decisionmakers to fully comprehend the scope of the proposal. We believe that the document, as currently prepared, is seriously flawed, both in its evaluation of impacts and in its discussion of feasible mitigation. We therefore request that the document be revised to incorporate an adequate analysis of the issues presented below.

Alternatives

The Council on Environmental Quality NEPA Regulations describe the alternatives section as the heart of the EIS. As such, the alternatives presented in an EIS should be reasonable and implementable, must be given equal treatment, and must provide clear choices for the decisionmaker.

Similarly, the CEQA Guidelines in Section 15126.6 state that an EIR shall consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

This program EIR/EIS fails to consider an adequate range of alternatives. For a project of this magnitude, there are clearly additional alternatives that must be evaluated, including alternative routes, alternative technologies, and alternative designs for achieving the purpose and needs of the project. The Rancho Bernardo Community Planning Board requests that the discussion of alternatives include

an alternative system design in which the high-speed rail system would only be constructed to the edges of the State's major metropolitan areas, rather than extending through them. Under this alternative, passengers could still move quickly from one city to another, but rather than traveling directly to the center of the city, the trains would stop at an appropriate transit center at the outskirts of the city, allowing passengers to travel to their final destination via a variety of existing or new, less costly feeder transit lines, including trolleys, buses, and other existing rail lines. The implementation of such an alternative would substantially reduce the significant, unmitigated adverse effects of the proposed project on community character and visual quality and would avoid additional noise, vibration, and traffic congestion impacts within existing communities.

A specific example of why such an alternative should be considered is that fact that under the current proposal the high-speed rail line would be constructed all the way into the center of the City of San Diego. However, the construction of the line from Escondido south into San Diego would simply replicate SANDAG's current Transit First plans for mass transit in the I-15 corridor. An alternative should be developed that would tie the proposed high-speed rail project into existing and planned transit systems, rather than trying to overlay a redundant service on top of currently planned local projects. If travelers were to take the high-speed train to the Bay Area, wouldn't they transfer from the larger system onto BART when they reached one of the BART transfer stations? Why would this project need to duplicate existing opportunities on the BART? The same is true for the I-15 corridor into the City of San Diego. Wouldn't it be more reasonable, (with less cost and fewer impacts), to take the high-speed rail system south into the Escondido Transit Center, and at that point transfer onto SANDAG's Transit First system, which would provide more convenient access to communities along I-15 corridor and into the center of the city of San Diego? As stated above, we believe that such an alternative would not only be more cost effective, but it could achieve the same project objectives with far fewer significant, adverse impacts to existing communities and the environment.

Project Description

Section 15124 of the CEQA Guidelines requires an EIR to describe a proposed project in a way that will be meaningful to the public and to the decisionmakers. Unfortunately, this document is so general that it is not possible for the affected community members or the decisionmakers to grasp the magnitude of the impacts that could result from the implementation of this project. Although this is a program EIR/EIS that covers the entire state, significantly more effort should have been made in describing how the system would be implemented within each community. It is apparent that little thought was given regarding how this facility would be constructed within various communities. For instance, within the portion of the I-15 corridor that extends from Lake Hodges to Mira Mesa in San Diego County, no right-of-way will be available for new facilities once the current freeway improvements are completed. That will require the development of an elevated rail line through this entire section of San Diego. Specifics regarding the height and design of the structures, how views could be altered or blocked, how the required construction would be accommodated within already overcrowded transportation corridors, and the effects of construction on existing traffic circulation are not provided at an appropriate level of detail to afford meaningful consideration of environmental consequences.

Existing Conditions/Project Setting

The discussion of existing conditions is extremely generic in nature and does not provide adequate information to allow for a comprehensive analysis of environmental consequences, even at the programmatic level. This is particularly true with respect to aesthetics and visual resources, noise and vibration, traffic and circulation, and biological resources. Where descriptions are provided for the segment between March Air Base and Mira Mesa, they are generally inaccurate. For instance, the local street system along the I-15 corridor in northern San Diego is described as being constructed in a grid pattern. Due to the existing topography in northern San Diego, which consists of a series of canyons and mesas, no such grid pattern exists. On the contrary, relatively few parallel arterial roadways exist in this area, making traffic congestion on our local freeways that much more significant.

The document also fails to describe the proximity of residential development to the existing freeway corridor, the existing visual amenities within the corridor that could be impacted, and the significant open space areas, such as the Lake Hodges/San Pasqual Valley area and Los Penasquitos Canyon, that would have to be crossed by an elevated rail line.

Descriptions of other existing and planned transit projects in the vicinity of the proposed project have been omitted and an explanation of how the high-speed rail system would interact with these other transit programs should be provided.

Environmental Consequences

Once again, the anticipated impacts of the project are generic in nature and do not adequately address the magnitude of the impacts that could occur along various portions of the alignment. The CEQA Guidelines state that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. The content of this document is neither specific nor comprehensive, and as a result, the document should be revised to provide a meaningful description of potential project impacts and associated mitigation measures.

Specifically, the discussion of aesthetics and visual resources fails to take into consideration the surrounding topography when addressing the potential effects of an elevated rail through a community. Little if any analysis of impacts to existing community character is presented, yet the impacts to a community such as Rancho Bernardo would be significant due to the high visibility of an elevated rail line passing through the center of the community. If the rail line were to be elevated between Rancho Bernardo Road and Bernardo Center Drive, it would be visible from a substantial portion of the community and the elevation would be so much higher than the surrounding area that it would not be possible to screen the facility. Because of these conditions, the draft EIR/EIS should have determined that in this portion of the corridor, impacts related to community character and visual quality would be significant and unmitigable.

As currently prepared, the document fails to disclose the anticipated noise impacts to sensitive receptors along the proposed alignment, particularly in areas where the system would be elevated. The document should clearly describe the incremental noise impacts generated by 120+ mph trains, traveling in both directions, at a frequency of every ten minutes in such locations. The current analysis seems to assume that because noise levels are already high along the I-15 corridor that additional noise can be generated within the corridor without creating new impacts. This is clearly not the case, particularly where the line would be elevated.

It is likely that there are numerous locations along the route where elevating the line would actually place the trains closer to sensitive receptors than they would be if they were constructed at grade. This is clearly the case along the I-15 corridor between Lake Hodges and Mira Mesa. For instance, within the I-15 corridor in the vicinity of Rancho Bernardo, elevating the rail line would place the train at elevations similar to the adjacent homes, which are situated above the existing freeway. The draft EIR/EIS implies that all such noise impacts can be mitigated. How would noise impacts be realistically mitigated in situations such as those in I-15 corridor where the elevations are too high to construct sound walls or other noise reducing structures?

A comprehensive noise analysis should be conducted that takes into consideration the existing elevations of sensitive receptors and the proximity of the line to these receptors, as well as the existing and future noise levels generated from within the I-15 corridor. Further, the cumulative effects of all of the uses within the corridor on adjacent sensitive receptors should be considered.

Too few visual simulation overlays have been provided in the draft EIR/EIS. As a result, none of the examples are representative of the current or planned conditions within the I-15 corridor between Lake Hodges and Mira Mesa. The photographs that are provided give the impression that there is sufficient space to easily insert the high-speed rail lines into the existing freeway right-of-way. These photographs are misleading and do not accurately depict the effects of the project on the surrounding area. The document should include photo simulations that accurately describe how the rail system would realistically fit into the I-15 corridor once the Managed Lanes project is completed.

The potential effects of existing soil problems along the corridor are also inadequately addressed. What could be the effects of increased vibration in areas with known soil problems? For example, in Rancho Bernardo there are ancient landslides present along both sides of I-15.

Mitigation Measures

The discussion of mitigation is extremely generic, with no discussion of how effective specific mitigation measures would be in specific situations. The EIR/EIS should be revised to address specific conditions that would be experienced along the route and incorporate realistic and feasible mitigation measures that would reduce anticipated impacts to below a level of significance. The document should also clearly identify those significant impacts that cannot be mitigated. For example, the visual impacts of constructing an elevated line between Rancho Bernardo Road and Bernardo Center Drive in Rancho Bernardo would be significant and unmitigable.

Project Feasibility

No discussion is provided regarding how rail lines can be accommodate within the footprint of existing transportation corridors. There are steep grades on I-15 through Rancho Bernardo and numerous overpasses and on and off ramps. Can the rail line be elevated above all of these structures? What would that height be? These are only some of the questions that have not been addressed in the draft EIR/EIS with respect to the feasibility. Another important question is whether the mitigation measures suggested in the document are actually feasible and if so, would they be effective in reducing impacts to below a level of significance.

The Rancho Bernardo Community Planning Board believes that there are feasible alternatives to the current proposal that have not been adequately addressed. Alternative designs, such as the one proposed earlier in this letter, would significantly reduce the adverse affects of the project on those communities located along the I-15 corridor in the San Diego region. We respectfully request that additional alternatives be developed and incorporated into a revised draft EIR/EIS. In addition, we request that a more comprehensive analysis of potential impacts to completed in order to provide the public and the decisionmakers with a complete understanding of the consequences to existing communities and the natural environmental of implementing the proposed project.

We appreciate this opportunity to provide comments and request that we be kept informed of future actions associated with this proposal.

Sincerely,

Original signed on 8/30/04

Victoria Touchstone, Corresponding Secretary
for Jim Denton, Planning Board Chairman

cc: Brian Maienschein, San Diego City Council, District 5
Assemblyman George Plescia
State Capitol Building, Room 4009 Sacramento, CA 94249-0075;
San Diego District Office, 9909 Mira Mesa Blvd., Suite 130, San Diego, CA 92131



Board of Directors

Allied Waste

AT&T

Brown Marketing Strategies

City of Chula Vista

City of Coronado

City of Imperial Beach

City of National City

City of San Diego

County of San Diego

Cox Communications

Designed Internet Solutions

GEOCON Incorporated

Hutchens PR

J. Simms Agency

McCune Chrysler/Jeep

O.A.P. Packaging

Pacific Western Bank

Port of San Diego

Project Design Consultants

PSAR

SANDAG

San Diego National Bank

San Diego Regional Chamber of Commerce

Scripps Mercy Hospital

Security Business Bank

Sempra Energy

Sharp Hospital

Solidus Property

South Bay Expressway

Southwestern Community College

Sweetwater Education Foundation

Sweetwater Union High School District

The Corky McMillin Companies

The Paul Company

Tijuana CDT

Tijuana DEITAC

Union Bank

San Diego's Voice for
Binational Business

South County Economic Development Council

Chairperson Curt Pringle
California High Speed Rail Authority
925 L Street Ste 1425
Sacramento, CA 95814

November 13, 2009

Response to EIR for High Speed Rail

Honorable Chairman Pringle,

On behalf of the South County Economic Development Council (SCEDC) Board of Directors I wish to convey our strong support for the High Speed Rail (HSR) in California. The economic opportunities associated with bringing this rail to San Diego and connecting major cities within California are many.

The HSR will connect the major business hubs throughout the state encouraging additional investment and company location that will lead to additional jobs. Furthermore, the HSR will allow for additional modes of transportation for tourist offering comparatively lower costs options to visit a larger portion of California.

The HSR also is an environmentally sensitive solution to the overburden air and vehicle transportation modes that currently exist. The HSR will encourage less car and airplane travel alleviating the already burdened expressways and congested air ports.

SCEDC is a non-profit dedicated to promoting economic prosperity in our bi-national region. We view the high speed rail as an economic engine that can lead our state into future decades with reliable responsible state of the art transportation. In future considerations SCEDC respectfully requests that you consider taking the train from San Diego to the international border. This will offer additional ridership and financing options. Additionally, SCEDC respectfully requests you look at various commuter trains to link other portions of San Diego County to the high speed rail system.

If I may provide additional information please do not hesitate to contact me at (619)424-5153.

Sincerely,


Cindy Gopper-Graves, Chief Executive Officer

Cc: Dan Leavitt

Kris Livingston

From: Evans John [johnleeevans@sandi.net]
Sent: Sunday, November 15, 2009 8:40 PM
To: HSR Comments
Subject: Proposal of high speed rail through Rose Canyon Park

California High Speed Rail Authority,

I am very concerned that there is a proposal to study a potential high speed rail route through Rose Canyon in San Diego. Rose Canyon Open Space Park is an integral part of the University City community. It is immediately adjacent to University City High School. Furthermore, we have three elementary schools and a large middle school within walking distance of the park. We have student groups that visit the park in the neighborhood for real-life environmental studies. Nearly 5,000 students attend school in this area.

As our University City representative to our San Diego Unified School Board, I strongly oppose routing high speed trains either through or near the Rose Canyon Park. This type of open space city park is a rare find in an urban area. Hands-on environmental education has been proven to be a successful science teaching method. We must not break the connection between our schools and Rose Canyon Open Space Park of the City of San Diego. The passage of high speed trains, along with the construction of high fences and retaining walls, would destroy the benefits of this special urban park.

I strongly encourage the developers of the high speed rail to consider another route near a freeway or any other route that does not damage a city park. We can only teach our students to protect our natural environment if we are doing that ourselves.

John Lee Evans
San Diego Unified School District Trustee, District A



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 -- La Jolla ☒ October 14 -- San Diego ☐ October 15 -- Escondido

Name (please print): WILLIAM W. TUNSTALL City: CHULA VISTA State: CA Zip: 91913

Organization/Business: SOUTH COUNTY ECON. DEV. COUNCIL Email: WWTUNSTALL@AOL.COM

Address: 1647 MILLS ST.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Currently there is sufficient cross-border traffic (pedestrian) to support that travels north to LA, San Francisco, etc. to support shuttle services from the Mexican border crossings to the train station & the airport. Both Mexican and SANDAG demographic projections expect the population in the border region to double in the next 10-15 years. Within the next 5 years the new cross-border air terminal should open between Olay Mesa and Rodriguez Field. This will service travelers going to & from the Pacific Rim cities (to avoid the extra leg caused by using LAX).

This is strong evidence that an extension of the HSR or a dedicated shuttle/express train between the cross border terminal and the San Diego HSR station can be justified.

I suggest the this portion of the system be considered in all environmental and land use studies

WWTunSTALL 10/14/09

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

November 17, 2009

Mr. Dan Leavitt, Deputy Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Comments on Notice of Preparation (NOP) of a Draft Environmental
Impact Report (DEIR) for the Los Angeles to San Diego (LA-SD) Section
of the California High Speed Train (HST) System

Dear Mr. Leavitt:

Thank you for the opportunity to comment on the above-referenced document. The Unified Port of San Diego (Port) is particularly interested in any potential environmental impacts to Port tidelands that may be caused by the construction, operation or maintenance of the HST System. To that end, the Port requests that the California High Speed Rail Authority (CHSRA) consider the following comments:

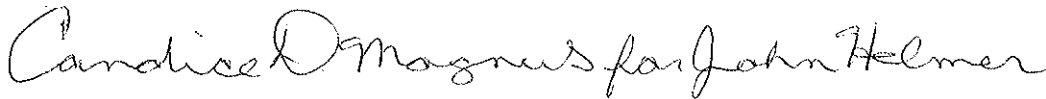
- The Port District is trustee of State tidelands in and around San Diego Bay and is charged with the promotion of commerce, navigation, fisheries, recreation and the environmental stewardship of State tidelands. State tidelands within the Port District include the land leased to the San Diego County Regional Airport Authority for the San Diego International Airport, lands along the Pacific Highway Corridor, and land along San Diego's North Embarcadero area adjacent to the Santa Fe Depot. It is our understanding that these locations are being considered as potential termination points for the LA-SD Section of the HST System. The DEIR should disclose any direct potential impacts the HST Section will have on Port tidelands. Also, in the discussion of cumulative impacts within the DEIR, please include appropriate Port projects around the termination point(s) and located on Port tidelands, such as along the Pacific Highway Corridor and the Embarcadero area.
- Port staff requests that during the preparation of the DEIR, the CHSRA consult the Port Master Plan (PMP) (October 2009 print), which includes the official planning policies for the physical development of the tidelands that have been granted in trust to the Port District. The PMP generally delineates the boundaries of the Port's planning jurisdiction and includes the policies and information needed to assess land use and other potential impacts. The PMP has been adopted by the Board of Port Commissioners and certified by the California Coastal Commission, and is the applicable planning document for Port tidelands. Zoning ordinances and planning documents for the City of San Diego are not applicable for the lands within the Port's jurisdiction.
- It is Port staff's understanding that this DEIR will not include the proposed Special Study route south to the Rodríguez International Airport, but that this

route may be studied in a future environmental document. If the CHSRA decides to move forward with environmental review of the Interstate-5 Corridor or any area that may impact Port tidelands, Port staff would appreciate advanced notification and coordination to ensure that the route does not interfere with the public's right of access to San Diego Bay or the industrial and recreational uses provided in and around the Bay.

Port staff received the CHSRA's invitation letter dated September 30, 2009 to participate in the preparation of the DEIR on those areas within the Port's jurisdiction, expertise and responsibility. The Port welcomes the opportunity to participate in the development of the CHSRA's coordination plan, and would be happy to share relevant information about upcoming projects, needed permits/approvals, and/or potential issues. Please contact Candice D. Magnus at (619) 686-6583 once the coordination meetings have been scheduled.

Thank you again for the opportunity to comment on the DEIR. The Port looks forward to reviewing the DEIR when it is available. Please include the Port's Land Use Planning Department on your distribution list for the DEIR. If you would like to meet to further discuss these comments or if the Port can be of any assistance, please contact me at (619) 686-6468 or Candice D. Magnus at the number referenced above.

Sincerely,

A handwritten signature in cursive script that reads "Candice D. Magnus for John Helmer". The signature is written in dark ink and is positioned above the printed name and title.

John Helmer
Director of Land Use Planning

November 16, 2009

Mr. Dan Leavitt
Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Los Angeles to San Diego HST Section via the Inland Empire Project EIR/EIS

Dear Mr. Leavitt:

The Board of Directors of the San Diego Section of the American Society of Civil Engineers (ASCE) has reviewed the Notice of Preparation and other preliminary documentation for the proposed San Diego to Los Angeles high speed train (HST) alignment via the Inland Empire. Our Board strongly objects to adoption of the Inland Empire route, generally paralleling Interstate 15, as the sole alternative for evaluation under the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this project, for the following reasons:

- The Inland Empire route has not received adequate public, technical or independent review prior to being adopted as the preferred alternative for the preparation of preliminary design and environmental documentation for the LA-SD segment.
- With the completion of the Interstate 15 Managed Lanes project in 2012 the state highway right of way along I-15 between Miramar and Escondido will be fully built out. There is little benefit to the HST following I-15, nor will any median or excess right of way be available to construct the rail facilities.
- With the exception of a very few miles, nearly the entire alignment along I-15 between Miramar and the San Diego county line will be built either on structure or within tunnels which will be prohibitively expensive to construct through the terrain along this segment. Given that the HST system is proposed to be locally and privately financed to a great extent, adoption of the Inland Empire route as the sole alternative may render the LA-SD segment infeasible from a financial perspective.
- According to Amtrak the *Pacific Surfliner* from Los Angeles to San Diego has the second highest rail ridership (2.9 million passengers) in the nation, second only to the Boston-New York-Washington DC corridor. The Inland Empire route bypasses coastal population centers in favor of more lightly populated inland areas with fewer destinations and limited ridership. An
- established coastal rail corridor with a high ridership base is far easier to implement from a financial and public opinion perspective.
- Pending rail, highway and environmental projects along the Interstate 5 corridor from the San Diego Association of Governments and Caltrans District 11 present a unique

(continued)

- Opportunity for a synergistic and comprehensive transportation and environmental solution for the coast between Los Angeles and San Diego. Coastal bluffs, lagoons, and other habitat can be preserved and restored while locating transportation facilities where they can maximize ridership and minimize environmental impacts.
- Upgrading and realigning the existing coastal rail corridor for high speed or conventional trains offers the opportunity to construct improvements incrementally while maintaining current revenue operations. This is far superior to the "all or nothing" approach of the Inland Empire route, in which the entire segment must be financed, constructed and operational before a single nickel can be recovered from the fare box.

For these reasons and in light of these considerations, the Board of the San Diego Section of ASCE strongly urges the California High-Speed Rail Authority to fully evaluate a coastal HST rail corridor, roughly paralleling Interstate 5, as part of the environmental documentation process for the Los Angeles to San Diego segment. Thank you for your consideration, we are available to respond to any questions or comments you may have.

Sincerely,
San Diego Section
American Society of Civil Engineers



Philip R. Kern, PE M.ASCE
President

Kris Livingston

From: Emily Rusch [erusch@calpirg.org]
Sent: Friday, November 20, 2009 4:47 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

November 20, 2009

Dear Mr. Leavitt,

Because a variety of segment stops in the San Diego region have been suggested to the Authority, I am writing in support of continuing to study a downtown station stop at Santa Fe depot.

CALPIRG supports the construction of high-speed rail in California because it will reduce traffic congestion, decrease harmful pollution, and cost less to construct than the highway and airport expansions our state's growing population will need without it.

CALPIRG strongly agrees with the following CHSRA policy:

For the high-speed train to be more useful and yield the most benefit, it is important that the stations be placed where there will be a high density of population, jobs, commercial activities, entertainment and other activities that generate personal trips. The success of HST is highly dependent on land use patterns that also reduce urban sprawl, reduce conversion of farm land to development, reduce vehicle miles traveled by automobiles, and encourage high-density development in and around the HST station.

- CHSRA High-Speed Train Station Development policy

As the Authority notes, high-speed rail's benefits will be lost if high-speed rail fails to attract high ridership by directly connecting travelers to high population areas and making it easy for travelers to get to their final destination point from each station. We are concerned that the failure to connect to downtown San Diego will significantly reduce ridership for the high-speed train because other potential station stops do not have nearly the same level of density, the variety of nearby attractions, or the same number of public transit options available.

Especially as the San Diego region faces some of the worst traffic congestion in the country, the region should be strategically placing high-speed rail station stops at public transportation hubs to encourage travelers to take alternative transportation within San Diego. In SANDAG's own poll earlier this year, 12 percent of respondents said that public transit is their primary mode of transportation. As the region's population grows, the San Diego area will need to significantly increase public transportation ridership. The Texas Transportation Institute's most recent Urban Mobility Study found that *just to maintain existing levels of traffic congestion* San Diego will need to grow public transit ridership every year by at least 22 million trips. A high-speed rail station stop at a significant public transportation hub could help to drive increases in local public transportation ridership, reducing congestion in the region.

The increase in transit ridership is critical not only to reduce traffic congestion, but imperative to the region's successful implementation of AB 32 and SB 375, two laws aimed at avoiding the worst impacts of global warming by reducing California's pollution.

Of course, we fully support the CHSRA's plans to carry out the EIS and EIR process, including the consideration of other segment stops, and the careful study of various alignments to reach Santa Fe depot station

stop. But we suspect that the Santa Fe depot will have the greatest ridership and connectivity benefits, and we hope that a final decision is made that prioritizes high ridership and transit connectivity.

Sincerely,

Emily Rusch
State Director
CALPIRG

Emily Rusch
State Director
CALPIRG
369 Broadway, Suite 200
San Francisco, CA 94133
415-622-0039 x307
www.calpirg.org



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Michael Buczaczor City: San Diego State: CA Zip: 92122

Organization/Business: Friends of Rose Canyon E-mail: mbucz@san.rr.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

HSR ought to be along I-15 rather than through Rose Canyon. It's far less populated and therefore its impact on the population and species along the canyon will be far less.

A train every 12 min during peak hours will be detrimental to people whose homes are along Rose Canyon. Present noise of rail and whistle from "slow" trains is bad enough.

Construction noise along Rose Canyon, which will last many months, or years, is not acceptable along populated areas.

While the concept of HSR is good, it must ~~exist~~ along the rails must be along low density population, for the sake of the population.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Friends of Rose Canyon [rosecanyon@san.rr.com]
Sent: Friday, November 20, 2009 4:26 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire
Attachments: HSR Scoping Comments FRC.pdf; ATT00001.txt

Friends of Rose Canyon Comments Re High-Speed Rail NOP
November 20, 2009



Friends of Rose Canyon

PO Box 221051
San Diego CA 92192-1051
858-597-0220 rosecanyon@san.rr.com
www.rosecanyon.org

Via Email and U.S. Mail

November 20, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: LA-SD HST Section via the Inland Empire

Dear Mr. Leavitt:

Friends of Rose Canyon appreciates the opportunity to comment on the proposed High-Speed Rail project. Our organization's mission is to protect, preserve and restore Rose Canyon and the Rose Creek watershed. The Rose Creek watershed is an important coastal watershed that extends from its upper reaches on Marine Corp Base Miramar through Rose Canyon and San Clemente Canyon and along Rose Creek south to Mission Bay. The proposed alignment through Rose Canyon and south of SR-52 along Marion Bear Park and Rose Creek is of grave concern to us.

1. The EIR/EIS should study the cumulative impacts of any proposed high-speed rail alignment on Rose Canyon, Rose Creek and the Rose Creek watershed in relation to past, present and future projects, including, but not limited to the following:

- All SANDAG's potential Midcoast Corridor projects (LRT, expanded coaster service, additional heavy rail tracks, or any other alternatives) along Rose Creek south of SR-52 and north of SR-52 through Rose Canyon.
- The proposed Regents Road bridge project (see Attachments for comment letters on a number of environmental issues related to Rose Canyon)
- The City of San Diego's Metropolitan Wastewater Department's 2007 Miramar trunk sewer project
- The Metropolitan Wastewater Department's current wetland and upland mitigation project in Rose Canyon.
- Sewer access paths proposed by the City of San Diego's Metropolitan Wastewater Department
- Current and proposed storm water maintenance activities, including access roads. This should include activities proposed in the City of San Diego's soon-to-be-released Master Storm Water System Maintenance Program Final Program EIR.

Friends of Rose Canyon Comments Re High-Speed Rail NOP
November 20, 2009

- Habitat fragmentation, including the impact on wildlife in San Diego canyons (see Attachments for research by Kevin Crooks)
- New development anticipated by or associated with the HSR project and with any of the above projects
- MSCP areas along the alignment

The cumulative impacts analysis should include the direct and indirect impacts of construction and maintenance activities for the HSR project and all of the above projects.

The cumulative impacts analysis in the EIR/EIS should comprehensively study the following impacts in relation to all of the above projects, including: biology, hydrology, wetlands, water quality, landform alteration, retaining walls, wildlife movement and wildlife corridor impacts, the MSCP, noise, vibrations, visual and aesthetic impacts, sensitive and threatened and endangered species, existing and future recreational and educational uses of Rose Canyon Open Space Park, Marion Bear Park, and Rose Creek (including the Rose Creek bikeway), impacts on the Rose Creek watershed (including Mission Bay), archeological and cultural impacts, and neighborhood character. The discussion of wildlife movement should include the loss or degradation of habitat, the impact of structures such as retaining walls and fencing, and indirect impacts such as noise and lights.

2. The EIR/EIS should study any proposed High-Speed Rail alignment's direct and indirect impacts on the Metropolitan Wastewater Department's current wetland and upland mitigation project in Rose Canyon.

3. The EIR/EIS should discuss any proposed High-Speed Rail alignment's compatibility with the MSCP and the direct and indirect impacts on the MSCP areas in Carroll Canyon, Rose Canyon and San Clemente Canyon (Marion Bear Memorial Park). The Program EIR failed to identify these areas as being in the MSCP, failed to identify compatibility with the MSCP and impacts on the MSCP as an issue, and failed even to make any mention of the MSCP.

4. The EIR/EIS should study all direct and indirect impacts on Rose Canyon Open Space Park, Marion Bear Memorial Park, and Rose Creek (including the Rose Creek bike path). The HSR Program EIR states: "Parks are generally not compatible with rail projects of this type due to the probability of noise impacts, visual impacts, and other potential direct and indirect impacts." (Los Angeles to San Diego via Inland Empire Land Use Technical Evaluation) The City of San Diego's Open Space Parks webpage states: "Open Space within the City of San Diego is defined as areas generally free from development or developed with low intensity uses that respect natural environmental characteristics. Open Space Parks are used for purposes such as preservation of natural resources, passive outdoor recreation and scenic and visual enjoyment."

5. The EIR/EIS should study all direct and indirect impacts on the Rose Creek watershed, including those potential impacts listed under the cumulative impacts comment above.

6. The EIR/EIS should study the impacts on recreational and educational uses of Rose Canyon, Marion Bear Park, Rose Creek and the Rose Creek watershed.

7. The EIR should study the compatibility of the alignment through Rose Canyon with the following:

- University Community Plan
- Rose Creek Watershed Opportunities Assessment
- City of San Diego General Plan

8. The EIR should study the need for and direct and indirect impacts of modifications to all bridges and freeway intersections along the proposed alignment through Rose Canyon and along Rose Creek.

Alternatives Analysis

9. The Alternatives Analysis should state clearly that the CAHSRA's previous "preferred alternative" from Mira Mesa to San Diego through Rose Canyon based on the Program EIR is no longer the preferred alternative, and that there is no preferred alternative from Mira Mesa to San Diego. At the University Community Planning Group (UCPG) meeting on November 10, 2009, Mike Zdon, Project Manager for the LA-SD HSR section stated repeatedly to the large number of attendees: "There is no longer any preferred alignment." He further stated that a number of possible alignments that continued down the I-15 would be studied.

10. The Alternatives Analysis should eliminate any alignment through Rose Canyon for the following reasons:

A. The alignment through Rose Canyon should be eliminated for the same reasons the Program EIR Alternatives Analysis eliminated the "I-15 to Coast via SR 52" alignment. The Program EIR eliminated the SR-52 alignment for the following reasons:

- The alignment is long
- Considerable curves would reduce the potential average speed to 106 mph
- A constrained right-of-way in a densely developed area would make this option impracticable
- The alignment would cross a high school, residential areas and Marion Bear Park along SR-52

These same reasons apply to the alignment via Carroll Canyon or Miramar Road and through Rose Canyon:

- The alignment is long
- Considerable curves would reduce the average speed to 93 mph using the Miramar Road alignment, 91 mph using the Carroll Canyon alignment
- The alignment crosses residential areas and has a constrained right-of-way
- The high school referred to as being along the SR-52 alignment (presumably University City High School) is adjacent actually adjacent to Rose Canyon (an error in the Program EIR)
- Rose Canyon contains Rose Canyon Open Space Park. The failure to identify this park's existence was a glaring error in the Program EIR. Marion Bear Memorial Park, Rose Canyon Open Space Park and Tecolote Canyon Natural Park are collectively known as the Tri-canyon Parks, with park rangers assigned to them.

B. The alignment through Rose Canyon should be eliminated because, as the Program EIR states: "Parks are generally not compatible with rail projects of this type due to the probability of noise impacts, visual impacts, and other potential direct and indirect impacts." (Los Angeles to San Diego via Inland Empire Land Use Technical Evaluation, p. 37.) The alignment through Rose Canyon would severely degrade the entire Rose Canyon Open Space Park. The park is a long, fairly narrow canyon. The HSR project would be clearly visible and audible from everywhere in the park. The project would require major grading and retaining walls. The 2008 Business Plan states there would be 134 trains per day (7-8 per hour each direction during the 6-9 am and 4-7 pm peak hours). The entire park would be within the 1,000' study area for indirect biological impacts.

11. The EIR/EIS should study the I-15 route to Qualcomm Stadium station alignment.

The Program EIR stated there would be 350,000 more inter-city passengers a year at the Qualcomm Stadium terminus versus Santa Fe depot terminus. Qualcomm would provide a multi-modal transit location with the trolley and buses, is close to a number of major highways, and is centrally located within the metropolitan area. Furthermore, SANDAG supports a potential extension of HSR to the border by Rodriguez Airport. An extension to Rodriguez from Qualcomm Stadium would potentially be far straighter, faster, less expensive and more feasible than one that goes to Lindbergh and or downtown San Diego.

12. The EIR/EIS should study the alignment I-15 to SR-163 to Lindbergh or Downtown.

The Program EIR found this alignment to have a number of advantages, including a fast travel time, fewer alignment curves, and an average speed of 141 mph. It stated the alternative was impracticable in part due to the need for two 1.5 mile tunnels. However, SANDAG has changed their recommended terminus from downtown to Lindbergh Field. Terminating at Lindbergh instead of downtown would require less tunneling.

13. The EIR/EIS should study the alignment I-15 to SR 163 to I-8 to Coast.

This alignment was eliminated in the Program EIR. However, it should be considered on its own or in combination with a tunnel option.

14. The Alternatives Analysis should do a full analysis of both Lindbergh and Qualcomm Stadium alternatives for the terminal station. The Program EIR found significant advantages to the I-15 route to a terminal station at Qualcomm Station. It did not analyze Lindbergh, and the Airport Authority specifically requested there NOT be a station at Lindbergh. SANDAG has now changed their recommended terminal station from Santa Fe Depot to Lindbergh. In order to understand the pros and cons of Lindbergh and Qualcomm, it is important that the two receive an equal level of analysis. This should include the implications of either station for SANDAG's interest in a potential extension of High-Speed Rail to the border at Rodriguez Airport.

Sincerely,

Deborah Knight
Executive Director

Friends of Rose Canyon Comments Re High-Speed Rail NOP
November 20, 2009

Attachments: (emailed separately)

**Comment letters submitted on the Draft and Final University City North/South
Transportation Corridor Study EIR**

1. USFWS/CDFG comment letter on the Draft EIR
2. Regional Water Quality Control Board comment letter on the Draft EIR
3. Conservation Biology Institute comment letter on the Final EIR
4. Vince Scheidt: Biology comment letter on the Draft EIR
5. Richard Rodkin: Noise comment letter on the Draft EIR

**Kevin R. Crooks: Research studies on the impacts on wildlife of habitat fragmentation in
San Diego canyons**

6. Relative Sensitivities of Mammalian Carnivores to Habitat Fragmentation
7. Mesopredator release and avifaunal extinctions in a fragmented system
8. Extinction and Colonization of Birds on Habitat Islands



Friends of Rose Creek *

"Connecting Our Communities"

4629 Cass Street #188
San Diego CA 92109

September 19, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: Los Angeles to San Diego
via the Inland Empire Section EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

We do not oppose the concept and goals of High Speed Rail (HSR) services in San Diego County. However, we do request that the Project Level EIR/EIS consider any negative impacts to canyons and creeks with substantial natural open space. These include impacts on water quality, wetland ecosystems, habitat for wildlife, the Multiple Species Conservation Program, designated parks, non-motorized transportation corridors, and recreational and educational opportunities in nature for urban residents.

We oppose any degradation to the natural habitats within the Rose Creek Watershed, which includes but is not limited to, Rose Canyon Open Space Park, Marian Bear Natural Park, Mission Bay Park and the stretch of Rose Creek from the south end of Marian Bear Natural Park to its terminus in Mission Bay Park.

We request that the Project Level EIR/EIS consider negative impacts to San Diego County planning efforts under the Multiple Species Conversation Program (MSCP) as well as on other uses of proposed corridors including but not limited to plans for light rail expansion, double tracking efforts for existing rail transportation, the use natural canyon spaces for flood control purposes, the alignment of sewers and roads for sewer maintenance, and any negative impacts to existing or planned dedicated bike paths.

We request that the Project Level EIR/EIS include an analysis of the per unit cost of create parking spaces at proposed stations to meet the needs of both short term and long term parking. The San Diego HSR Terminal should have easy vehicle access with plenty of parking (like that available at Qualcomm) and easy and quick public transit access to the San Diego airport and to downtown San Diego (which lack adequate parking)

We request that the Project Level EIR/EIS include an analysis of impacts to community plans for increasing non-motorized access between communities

**A member of the Rose Creek Watershed Alliance*

**A Friends Group of San Diego Canyonlands*

Visit us on-line at <http://www.saverosecreek.org>



Friends of Rose Creek *

"Connecting Our Communities"

4629 Cass Street #188

San Diego CA 92109

using modes of transportation such as biking, jogging, walking, rollerblading and skateboarding.

We request that the Project Level EIR/EIS analysis include proposed ridership levels based on travel times between stations and that the routes selected serve communities in San Diego County not currently served by rail transportation.

We request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium and beyond including under grounding the route from Qualcomm Stadium south to the terminus as a preferred alternative in the Project Level EIR/EIS in addition to other potential alternatives. In the Program EIR/EIS, this route was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts, and to be shorter and faster, with higher train speeds.

We strongly encourage the HSR Authority to look at a station in the City of San Diego that is centrally located and accessible via multiple transportation options in an area with good ingress and egress and that serves the needs of other communities in the county such as La Mesa, El Cajon and Chula Vista. We remain open to alignments that avoid negative impacts to our precious remaining open space resources and that meet the transportation needs of San Diego County visitors and residents.

Respectfully,
The Friends of Rose Creek

**A member of the Rose Creek Watershed Alliance*

**A Friends Group of San Diego Canyonlands*

Visit us on-line at <http://www.saverosecreek.org>



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Michael Buczaczor City: San Diego State: CA Zip: 92122

Organization/Business: Friends of Rose Canyon E-mail: mbucz@san.rr.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

HSR ought to be along I-15 rather than through Rose Canyon. It's far less populated and therefore its impact on the population and species along the canyon will be far less.

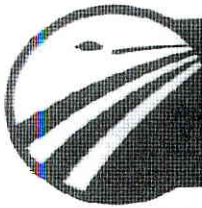
A train every 12 min during peak hours will be detrimental to people whose homes are along Rose Canyon. Present noise of rail and whistle from "slow" trains is bad enough.

Construction noise along Rose Canyon, which will last many months, or years, is not acceptable along populated areas.

While the concept of HSR is good, it must ~~exist~~ along the rails must be along low density population, for the sake of the population.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

+UCPG NOV 10

☐ October 13 — La Jolla

☒ October 14 — San Diego

☐ October 15 — Escondido

Name (please print):

City:

State:

Zip:

Organization/Business

E-mail:

Address:

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Gerry Senda

President, Genesee Highlands Association

PO Box 928320

San Diego, Ca 92192-8320

858.455-0640

gerrysenda@gmail.com

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Donna Nickens [dnickens@hechtsolberg.com]
Sent: Friday, November 06, 2009 3:19 PM
To: HSR Comments
Cc: cynthialewis@sandiego.gov; Ingram, Heather; banderson@sandiego.gov; KBroughton@sandiego.gov; lintonm@vmcmail.com; schreibmanp@vmcmail.com; kruggels@gmail.com
Subject: "LA-SD HST Section via the Inland Empire"
Attachments: 366399_1.pdf

Mr. Leavitt:

Please see comment letter from Paul E. Robinson of Hecht Solberg Robinson Goldberg & Bagley LLP dated November 6, 2009.

Thank you

Donna Nickens

Donna Nickens, Legal Assistant for Paul E. Robinson

HECHT SOLBERG ROBINSON GOLDBERG & BAGLEY LLP

600 WEST BROADWAY, 8TH FLOOR

SAN DIEGO, CA 92101

P: 619.239.3444 F: 619.232.6828

[Dnickens@hechtsolberg.com](mailto:dnickens@hechtsolberg.com)

 **HechtSolberg**

www.hechtsolberg.com

Please note my new e-mail address.

This e-mail transmission (and/or documents attached) may contain confidential information belonging to the sender which is protected by the attorney/client or work product privileges. The information is intended only for the use of the individual or entity to whom this e-mail is directed. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on the contents of this information is strictly prohibited. If you have received this transmission in error, please delete it immediately.

This e-mail may not be forwarded without the sender's express permission.

HECHT
SOLBERG
ROBINSON
GOLDBERG
BAGLEY

LLP

PAUL E. ROBINSON
E-Mail: probinson@hechtsolberg.com

November 6, 2009

Via Electronic Mail (comments@hsr.ca.gov)

Mr. Dan Leavitt, Deputy Director
Attn: LA-SD HST Project EIR/EIS
California High Speed Rail Authority
925 L Street, Suite 1425
San Diego, California 95814

Re: LA-SD HST Project EIR/EIS

Dear Mr. Leavitt:

We represent Vulcan Materials Company (Vulcan), who is processing a large mixed-use project in the center of the Mira Mesa community in the City of San Diego. The project, known as Stone Creek, encompasses approximately 293 acres within Carroll Canyon, stretching from Black Mountain Road to west of Camino Ruiz. Currently, the project site is the location of an on-going mining operation.

This letter is written in response to the "Notice of Preparation" issued by the California High-Speed Rail Authority (Authority) for the proposed California High-Speed Train (HST) project.

Vulcan is extremely concerned with the Carroll Canyon Road alignment alternative (located within the Mira Mesa-downtown San Diego segment of the HST) that is proposed for further study by the Authority. The Carroll Canyon alignment option would have a devastating impact on Vulcan's existing mining operation and, more importantly, on the future Stone Creek project that is many years into the entitlement process.

The Stone Creek project will create a mixed-use, transit oriented development, as described in the Carroll Canyon Master Plan Element of the Mira Mesa Community Plan. When fully implemented, Stone Creek will provide up to 5,880 residential units, 550,000 square feet of employment uses, 149,000 square feet of commercial/retail use, 100,000 square feet of office space, and more than 64 acres of parks. The Stone Creek Village Center will provide a pedestrian focused mixed-use core where residential uses, shops, open piazzas, and restaurants will create a lively urban center for the project.

In light of the devastating impacts to Vulcan and the Stone Creek project, we respectfully request that the Authority fully study and analyze the potential land use impacts of the Carroll Canyon Road alignment option. Such analysis must consider all of the future land uses associated with the Stone Creek project.

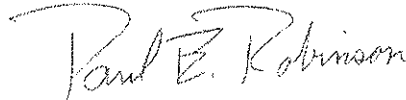
Mr. Dan Leavitt, Deputy Director
November 6, 2009
Page 2

We further request to be added to the Authority's contact list for the proposed HST project and be copied on all future notices and correspondence relating to the Mira Mesa-downtown San Diego segment of the HST. My contact information is as follows:

Hecht Solberg Robinson Goldberg & Bagley LLP
Attn: Paul E. Robinson, Esq.
600 West Broadway, 8th Floor
San Diego, California 92101
E-mail: probinson@hechtsolberg.com

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Paul E. Robinson". The signature is written in a cursive, flowing style.

Paul E. Robinson
HECHT SOLBERG ROBINSON GOLDBERG & BAGLEY LLP

PER/NSH
366399_1

cc: Mayor Jerry Sanders
City Councilmember Carl DeMaio
Mr. William Anderson
Mr. Kelly Broughton
Mr. Mike Linton, Vulcan Materials
Ms. Patti Schriebman, Vulcan Materials
Ms. Karen Ruggels

Kris Livingston

From: Everett DeLano [everettdelano@yahoo.com]
Sent: Friday, November 20, 2009 2:34 PM
To: HSR Comments
Subject: LA-SD HST Project EIR/EIS
Attachments: Comment letter to California High-Speed Rail Authority.pdf

Please see attached.

Law Offices of Everett L. DeLano III
220 W. Grand Avenue
Escondido, California 92025
(760) 510-1562
(760) 510-1565 (fax)

The information contained in this message may be legally privileged and confidential. If the reader of this message is not the intended recipient, you are hereby notified that you are not authorized to review the information contained herein and are requested to contact us and destroy the information. Thank you.

LAW OFFICES OF EVERETT L. DELANO III

220 W. Grand Avenue
Escondido, California 92025
(760) 510-1562
(760) 510-1565 (fax)

November 20, 2009

VIA E-MAIL & U.S. MAIL

Dan Leavitt
Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: LA-SD HST Section via the Inland Empire

Dear Mr. Leavitt:

These comments are submitted on behalf of Friends of Rose Canyon in response to the Notice of Preparation of a Draft Project Environmental Impact Report/Environmental Impact Statement for the proposed High Speed Rail Project ("Project").

The Program EIR/EIS regarding the Project identified several issues that would need to be addressed at the project level. Those will need to be addressed in this analysis. In addition, an EIR should address the following issues:

- The scope of the Project;
- All phases of Project development, including other sections of the rail line;
- Construction traffic impacts, including impacts associated with slow-moving and heavy equipment;
- Land use impacts, including existing General Plan and municipal code requirements and existing uses in the surrounding area;
- Traffic impacts, including impacts associated with inducing travel;
- Noise impacts to surrounding uses, including nearby neighborhoods and impacts associated with destruction of on-site vegetation;
- Light impacts to surrounding uses, including nearby neighborhoods;
- Toxics and human health impacts, including impacts associated with construction and airborne contamination during construction;
- Water and air quality impacts, including impacts associated with existing on-site contamination;
- Water supply impacts;
- Historical and cultural resource impacts, including impacts associated with destruction of existing features on the Site;
- Cumulative impacts;

Comments re High Speed Rail Project NOP
November 20, 2009
Page 2 of 2

- Global Warming impacts;
- Adequate and verifiable mitigation for Project impacts; and
- An adequate range of alternatives, including alternatives that avoid parkland like Rose Canyon Open Space Park and Marian Bear Park, as well as a "no project" alternative that is consistent with existing uses and existing conditions in the Project vicinity.

Thank you for your consideration of the above. Do not hesitate to contact me if you have questions or need additional information. Please ensure that I am provided a copy of the draft EIR and any notice regarding the Project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Everett DeLano', with a stylized, sweeping flourish extending to the right.

Everett DeLano

Kris Livingston

From: Linda Geldner [linda@geldner.com]
Sent: Wednesday, November 18, 2009 9:39 PM
To: HSR Comments
Cc: rvelazquez@arellanoassociates.com; 'Ly, John'; Veeh, Daniel; Linda Culp; Brian Hausknecht; Michael Zdon; Greg Parks; Jose de Jesus Martinez
Subject: LA-SD HST Section via the Inland Empire
Attachments: MMCPG HSR letter with scoping comments 2009-11-17.pdf

Attached letter provides scoping comments for the Alternatives Analysis for the High Speed Train EIR/EIS, Anaheim to San Diego from the Mira Mesa Community Planning Group (MMCPG). They voted unanimously to support and submit these comments on Monday night. Please feel free to call if you have any questions.

I would like to thank all the staff in the Cc. They provided excellent support over the last week as I scrambled to pull information together. We look forward to participating as a major stakeholder.

Sincerely,
Linda Geldner
Chair MMCPG



linda geldner, r.a. / principal

7830 norcanyon way
san diego, ca 92126
858-578-1076
cell: 858-610-9030
web: www.geldner.com

**Mira Mesa Community Planning Board
San Diego, CA 92126**

November 17, 2009

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 I. Street, Suite 1425
Sacramento, CA 95814

Subject: Comments Regarding the NOP/NOI for the LA-SD High Speed Train (HST)
Section via the Inland Empire of the California High-Speed Rail

Dear Mr. Leavitt:

The Mira Mesa Community Planning Group (MMCPG) is an officially recognized community planning group in the City of San Diego. Our purpose is to advise the San Diego City Council, Planning Commission, and other decision-makers on development projects, general or community plan amendments, rezonings, and public facilities.

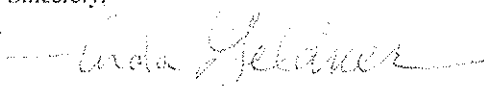
Mira Mesa is a major stakeholder in the HST Anaheim to San Diego project. Currently the proposed alignment traverses our community at either Carroll Canyon and/or Miramar Road. MMCPG is committed to active participation in the planning process to ensure the best possible results. Please incorporate these comments in the scope of your Alternatives Analysis (AA) for the draft EIS/EIR:

- We request your staff keep us informed by providing a presentation quarterly and/or at major milestones in the process.
- At least one viable alternative that does not traverse the community of Mira Mesa should be examined in detail in the Alternatives Analysis (AA) Study.
- Any alternative that does traverse Mira Mesa should be analyzed for all impacts especially noise and vibration in and across the canyons that could affect residents.
- Explain how High Speed (HS) commuter trains operating on the same HST (long distance) line would safely work, where and how stations could be incorporated into the HS line and how this affects the choice of a preferred alternative.
- Mira Mesa Transit Center is planned at I-15 and Hillary. Any alignment down I-15 should incorporate future HS commuter train service to the transit center into the system design.

- Each alternative should be analyzed for the potential ridership levels it would generate.

We would like to thank your contract staff, Mr. Michael Zdon and SANDAG staff, Mr. Danny Veeh for an excellent presentation made on short notice at the MMCPG meeting 16 November. The community had many questions which could not yet be answered, so we look forward to a follow on presentation in early spring to bring us up to date on the progress. We appreciate this opportunity to provide comments and look forward to participating as a major stakeholder on this project.

Sincerely,



Linda Geldner, Chair
Mira Mesa Community Planning Group

cc: Mayor Jerry Sanders, City of San Diego
San Diego City Councilman Carl DeMaio
San Diego County Supervisor Pam Slater-Price
State Assemblyman Nathan Fletcher, 75th District
State Senator Dennis Hollingsworth, 36th District
Congressman Brian Bilbray, 50th District
U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
SANDAG, Regional Transportation Planning
Community Planners Committee (CPC)
San Pasqual/Lake Hodges Planning Group
Rancho Penasquitos Planning Board
Carmel Mountain Ranch Planning Group
Sabre Springs Planning Group
Ranch Bernardo Planning Board
Scripps Ranch Planning Group

Kris Livingston

From: RACINE & LARAMIE tm, Tobacconist [contact@racineandlaramie.com]
Sent: Friday, November 20, 2009 3:22 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire
Attachments: CosoyHighSpeedRailEIR.pdf

Cosoy.Org

The Kumeyaay Town that Grew to Become the State of California

Geoffrey Mogilner, Founder
2737 San Diego Avenue
San Diego CA 92110

20 Nov 2009

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: LA-SD HST Project EIR/EIS impacts at Old Town San Diego

California High Speed Rail Authority:

The Kumeyaay town-site is a few blocks from the HST proposed right of way. That right of way was built about 1881 by the California Southern Railroad. It was at built on a berm, at its current elevation, to go over the flood control dam on the south side of the San Diego River. Thus the railroad tracks have precedence over the later freeway and street construction.

The elevated tracks the HST is proposing at Old Town will impose dramatic visual impacts on historic sites at Old Town including Cosoy, Kosa'aay, the Kumeyaay Town that grew to become the State of California. They will also radiate the noise down upon these historic sites and the community.

Cosoy.org has developed a regional circulation plan which we believe would reduce the visual and noise impacts from this project, www.cosoy.org/Proposal.html This is accomplished by not modifying the railroad right of way. Instead pedestrian and vehicular grade separations are created. The pedestrians cross under the tracks and the vehicles cross over the tracks. We also think that the construction costs of this scheme would be less than building an elevated railroad trestle ~60 feet above grade.

We think that incorporating the Cosoy Regional Circulation Proposal into your HST project would benefit all involved.

Thank you.
Geoffrey Mogilner, Founder



**Cosoy, Kosa'aay & S.D.
Regional Circulation Proposal**

Kris Livingston

From: Don Wood [dwood8@cox.net]
Sent: Sunday, November 08, 2009 9:22 PM
To: HSR Comments
Subject: Scoping Comments on High Speed Rail Project Environmental Impact Report

November 8, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: High Speed Rail Project EIR/EIS

The Pacific Energy Policy Center supports the basic concept and goals of High Speed Rail (HSR) services in California and in San Diego County.

However, we must strongly oppose any route which would go through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek in the region with substantial natural open space and that would create severe associated negative environmental impacts. These include impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program, and recreational and educational opportunities in nature for urban residents.

We formally request that the HSR Authority conduct a full project-level analysis of the I -15 route to Qualcomm Stadium as the preferred alternative in their project level EIR/EIS.

In the initial HSR Program EIR, this route was found to have higher projected intercity ridership, lower costs, less noise impact, fewer visual and aesthetic impacts, and promised to be shorter and faster, with higher train speeds.

There is no reason to destroy sensitive wildlife preserves and corridors when less environmental damaging alternatives exist.

Don Wood, Senior Policy Advisor
Pacific Energy Policy Center
4539 Lee Avenue
La Mesa, CA 91941

619-463-9035
dwood8@cox.net

Rainbow Planning Group

**Keeping Rainbow Rural
Advising The Board of Supervisors ~ San Diego County**

**To: Mr. Dan Leavitt, Deputy Director
925 L Street, Suite 1425
Sacramento, Ca. 95814**

Date: November 16, 2009

**Subject: Los Angeles to San Diego via the Inland Empire Section HST
Project EIR/EIS**

E-mail: comment@hsr.ca.gov

From: Rainbow Community Planning Group

The Rainbow Community Planning Group has voted unanimously that the following issues be considered for the Temecula via tunnel to Escondido Line Alignment High Speed Rail EIR/EIS.

- From Temecula, the proposed alignment would divert from the I-15 freeway and tunnel through the community of Rainbow and reconnect with the corridor in the Stewart Canyon area to the south of Rainbow. The current proposed tunnel alignment outside of the I-15 corridor in Rainbow will have high projected costs, and the tunnel section would result in considerable right-of-way constraints, making this alignment alternative impracticable. The purpose of a tunnel would be to improve travel times and eliminate tight curves. However, eliminating tight curves would result in tunnel alignments through the community of Rainbow that do not follow existing transportation rights-of-way. This alignment would not be compatible with the existing development and would have considerable seismic and hydrological constraints. The alignment would also have high potential impacts to the natural environment and to agricultural lands that do not conform to the community plan. Impacts of this alignment will have greater potential impacts to high value aquatic and riparian forest resources and threatened and endangered species than an alignment that would follow I-15 (Attachments B, C, D, and E).

The Rainbow Community Planning Group believes the best alignment is on or under the I-15 freeway through the Rainbow community (Attachment A). The route we propose would enter a tunnel on the west side of I-15 just south of Highway 79 (Temecula Pkwy) in Temecula. The tunnel would transition to the east side of the corridor just north of the Old Highway 395 and 5th Street intersection and continue to follow the corridor until the area of the Old Highway 395 and Reche Road intersection. Here the tunnel would pass back under I-15 with the south end of the tunnel on the side of a hill on the west side of I-15. The route would continue to follow on the west side of I-15 in order to avoid the highly sensitive habitat areas on the east side of I-15 (Attachment B, C, D, and E) which are pre-approved take and preserve areas. The route would be elevated over the San Luis Rey River in order to minimize impacts on the environmentally sensitive areas in this

area. South of the San Luis Rey River the route would enter another tunnel just west of Old Highway 395 due to the I-15 grade. Grades along our proposed route should be less than 2% and the radius of the turns should have minimal impact upon potential speed of the train.

This route along the I-15 corridor would have the least impacts upon human and natural habitats in the Rainbow area while still providing the objectives of the High Speed Rail.

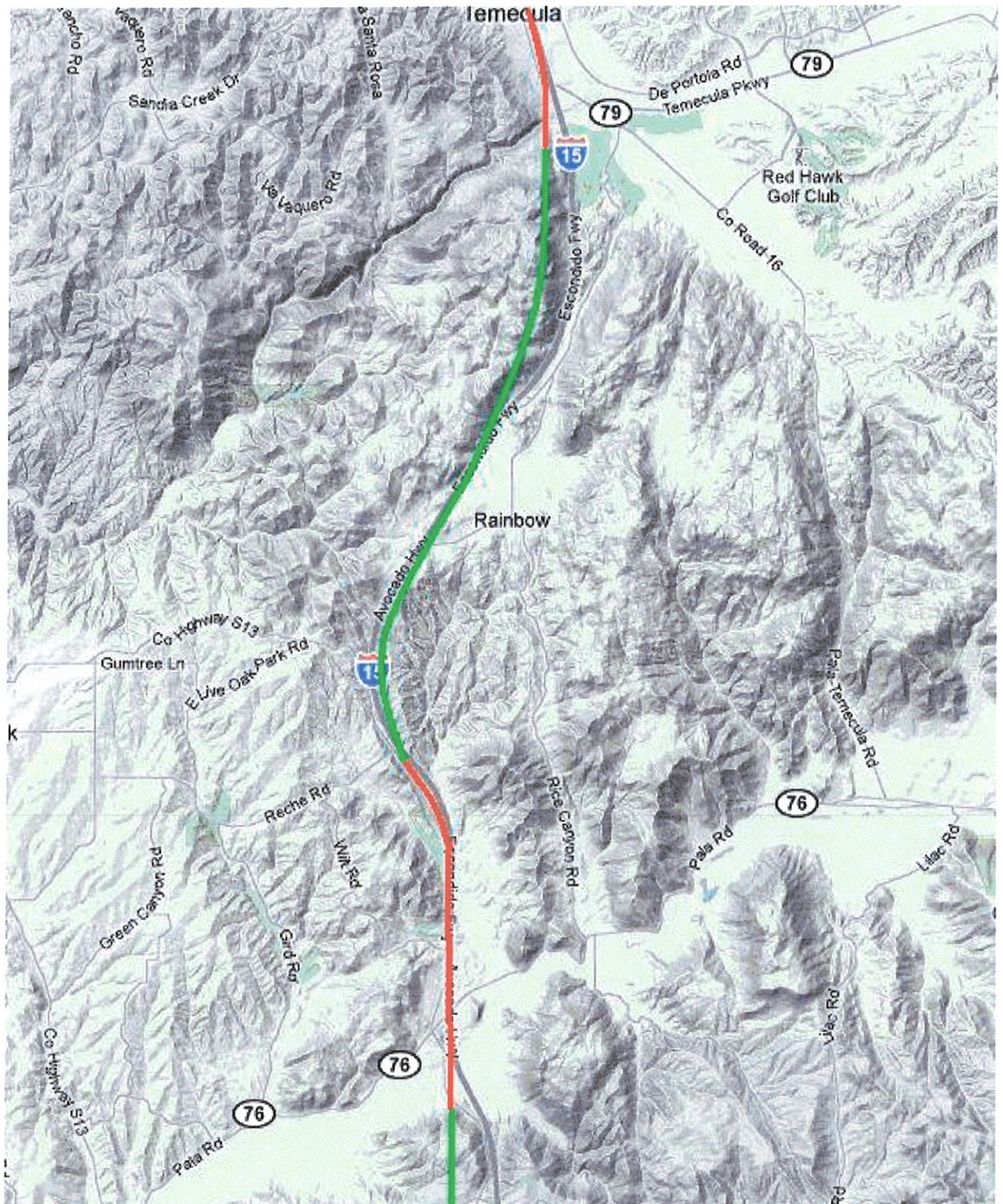
- The water table is very high in the Rainbow area. Changes to the water table will result in impacts upon trees and endangered and threatened species that utilize those forested areas. Changes to Rainbow Creek, ground settling, loss of drinking and irrigation water, and place a pressure for high density housing in Rainbow that is not compatible with the community plan. The route under or near I-15 most likely has the least impact.
- Effects the rail will have on property values in the community of Rainbow if the route diverts from the I-15 corridor.
- The potential impacts the route will have on the existing aqueducts, natural gas facility, and high power transmission lines along the proposed route through the community of Rainbow.

Representatives of the Rainbow Community Planning Group can meet with you for any clarifications needed. Please contact me at address or phone number below.

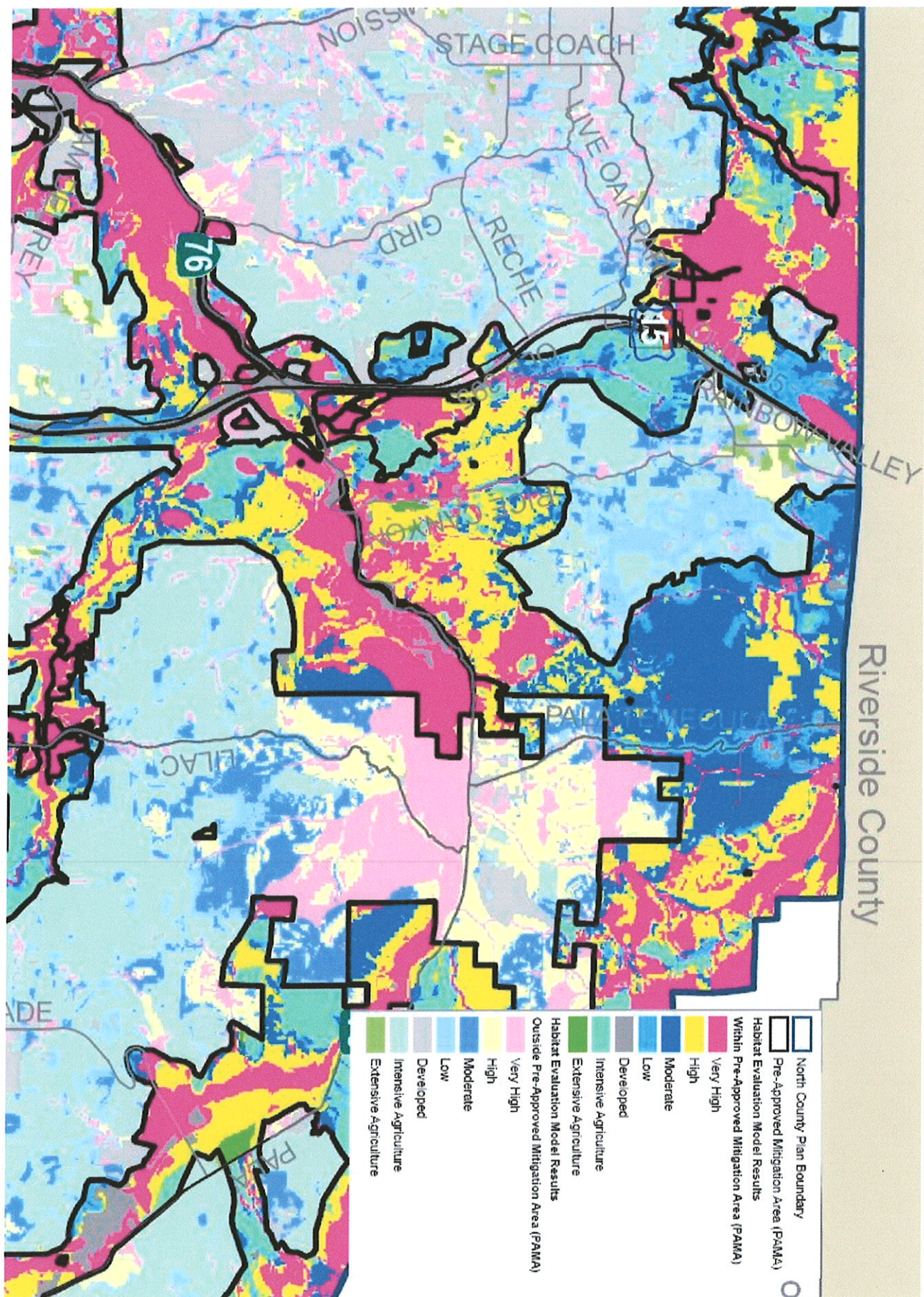
Cc: Michael J. Zdon HNTB
Leann Carmichael DPLU

Curtis Nicolaisen
Seat 6 RCPG
1934 Rice Canyon Rd
Fallbrook, CA 92028
760.723.9247

Jim Anderson
Chair RCPG
7432 Rainbow Heights Rd.
Fallbrook, CA 92028
760 723 3939

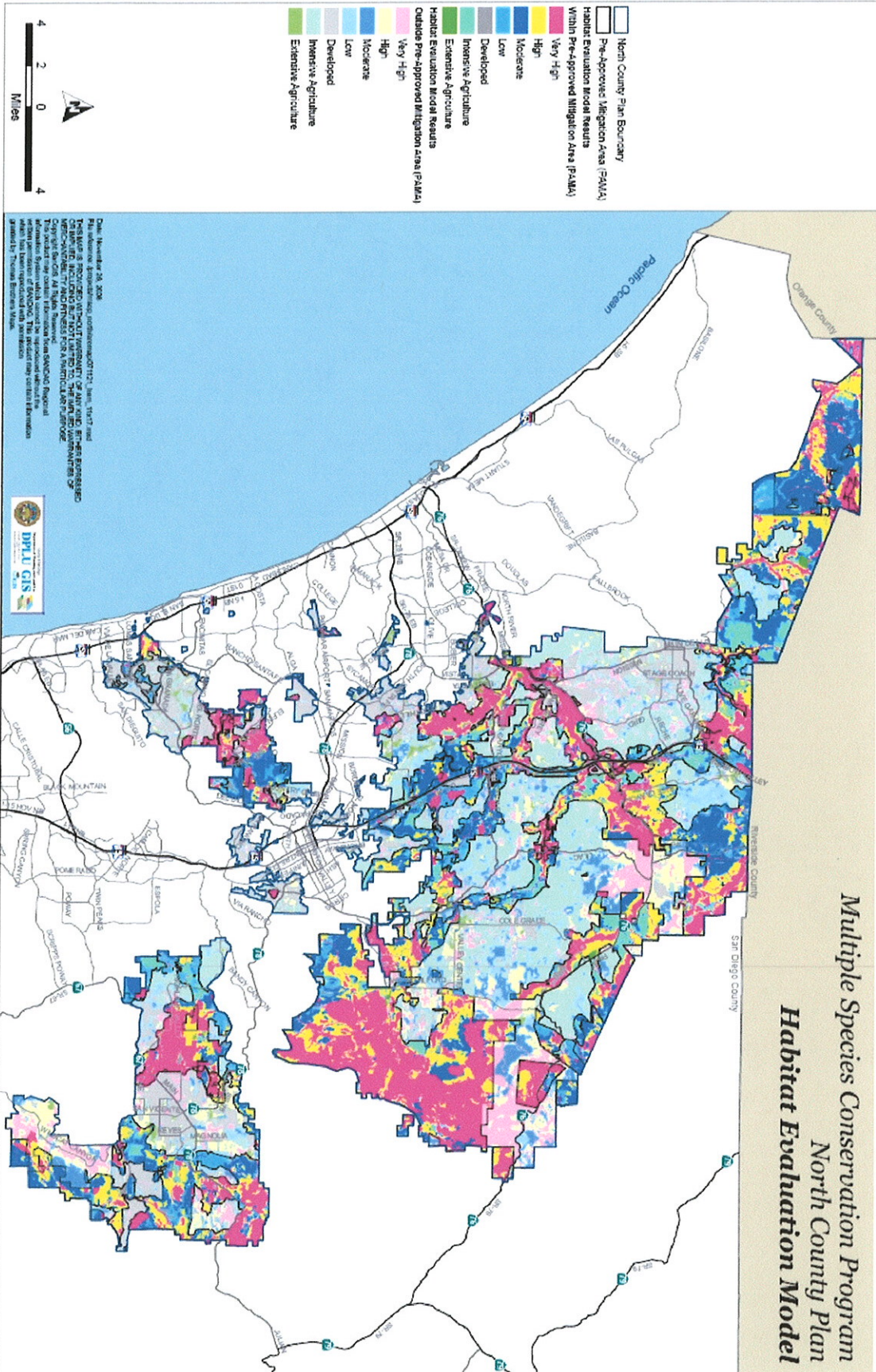


Attachment A



Attachment B

Multiple Species Conservation Program North County Plan Habitat Evaluation Model



Attachment C

North County
Multiple Species Conservation Program
Preserve Planning Map



Kris Livingston

From: Craig Balben [clbalben@yahoo.com]
Sent: Thursday, November 19, 2009 10:18 AM
To: HSR Comments
Cc: clbalben@yahoo.com
Subject: LA-SD HST Section via the Inland Empire
Attachments: hstnopro111909.PDF

Dear Mr. Leavitt,

Attached please find comments from the Sabre Springs Planning Group (city of San Diego) in regards to issues and concerns that should be addressed in the high speed rail, LA to San Diego section, EIR/EIS.

Thank you for the opportunity to submit our concerns and items that we believe need to be addressed in the LA-SD section of the EIR/EIS.

A hard copy of the letter will be mailed to your office today.

Sincerely,
Craig Balben
Chair, Sabre Springs Planning Group

Sabre Springs

Sabre Springs Planning Group

November 19, 2009

Mr. Dan Leavitt
ATTN: LA-SD HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

**Subject: Comments Regarding the NOP/NOI for the LA-SD HST Section via the
Inland Empire**

Dear Mr. Leavitt:

The Sabre Springs Planning Group (SSPG) is an officially recognized community planning group in the City of San Diego. Our purpose is to advise the San Diego City Council, Planning Commission, and other decision-makers on development projects, general or community plan amendments, rezonings, and public facilities. We are particularly interested in projects that could adversely affect the residents of Sabre Springs. The proposal to construct, operate, and maintain a high speed rail line through the Interstate 15 (I-15) corridor within the City of San Diego is of particular interest to the SSPG because as currently proposed, the Los Angeles to San Diego segment of the high speed train will traverse the western edge of the Sabre Springs community. The proximity of the proposed alignment to residential development, the potential need to condemn private properties to accommodate the new line because the existing freeway right-of-way in this area is extremely limited, the impacts to existing transportation facilities, and the adverse effects related to noise, visual quality, aesthetics, and community character are all of concern not only for Sabre Springs, but also for the other planned communities that border the I-15 corridor to the north and south including Rancho Bernardo, Rancho Penasquitos, Carmel Mountain Ranch, Mira Mesa, and Scripps Ranch.

In reviewing the Notice of Intent (NOI) that was published in the Federal Register and the Notice of Preparation (NOP) that was provided on your website, we are unable to find any details regarding the proposed project that were not already provided as part of the programmatic Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) prepared in 2004. The SSPG previously did not provide comments about programmatic EIR/EIS.

Both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) provide guidance on when and how scoping should be conducted prior to preparing environmental documentation. The CEQA Guidelines state that a Notice of Preparation should provide sufficient information describing the project and the potential

environmental effects to allow for a meaningful response. At a minimum, the NOP should provide adequate details about the project to enable the public to understand how the project could affect the environment. Section 1501.7(a) of the Council on Environmental Quality Regulations for Implementing NEPA states that as part of the scoping process “the lead agency shall determine the scope and the significant issues to be analyzed in depth in the environmental impact statement.” Section 1501.7(b) indicates that scoping meetings are often appropriate “when the impacts of a particular action are confined to specific sites;” and Section 1501.7(c) states that “an agency shall revise the determinations made under paragraphs (a) and (b) if substantial changes are made later in the proposed action, or if significant new circumstances or information arise which bear on the proposal or its impacts.”

Until an alignment within the I-15 corridor is proposed and adequate engineering plans are available to describe how the rail line will be constructed next to Sabre Springs, it is impossible for the community to identify all of the relevant issues that could impact the community. Instead, we are forced to provide a laundry list of probable impacts that may or may not be relevant to the final proposal. **We therefore request that the public be given a formal opportunity to provide additional scoping comments once the 15 percent engineering drawings are available for review and comment.** In the meantime, the SSPG is providing a number of general concerns that will need to be expanded upon when more specific project details are made available for review. These concerns are outlined below.

Project Alternatives

The Council on Environmental Quality describes the alternatives section as the heart of the EIS. As such, the alternatives presented in an EIS should be reasonable and implementable, must be given equal treatment, and must provide clear choices for the decisionmaker. Similarly, the CEQA Guidelines in Section 15126.6 state that an EIR shall consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives is required to focus on alternatives to the project design or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Alternative Alignment. We believe that the programmatic EIR/EIS did not provide an adequate evaluation of a coastal route alternative and therefore this alternative should be considered again in the current draft EIR/EIS. In addition, even if the coastal route is ultimately identified as an alternative that was considered but dismissed from further consideration, the draft EIR/EIS should include a comparison of the environmental and fiscal costs and benefits of a coastal alignment and an inland alignment that follows the I-15 corridor.

Alternative Designs. The draft EIR/EIS should evaluate a variety of construction options, including: a) maximizing the length of rail line that is undergrounded in areas where sensitive noise receptors occur in proximity to the alignment and/or elevated lines would adversely affect the visual character of the community, such as the area between Lake Hodges and Los

Penasquitos Canyon; b) minimizing the need for condemnation of private lands by incorporating the alignment into the existing right-of-way; and c) minimizing the length and height of elevated sections of the line where significant adverse impacts to visual quality could result, such as between SR-56 and Poway Road. Additional design options may also be apparent once details regarding the proposed alignment are provided for review.

Project Description

Section 15124 of the CEQA Guidelines requires an EIR to describe a proposed project in a way that will be meaningful to the public and to the decisionmakers. Normally, a preliminary engineering design of 30 percent is provided before a draft EIR is developed to evaluate potential effects. The NOP/NOI indicates that only a 15 percent design level will be provided for this draft EIR/EIS. It is imperative that the project description provided in the draft EIR/EIS be of sufficient detail to allow the affected communities and the decisionmakers to grasp the magnitude of the impacts that could result from the implementation of this project. Additionally, the design details must be specific enough to ensure the preparation of a meaningful and effective Mitigation, Monitoring, and Reporting Program, as required by CEQA.

Existing Conditions/Project Setting

The discussion of existing conditions in the programmatic EIR/EIS was far too generic and did not provide adequate information about the project setting and existing community character to allow for a comprehensive analysis of environmental consequences, even at the programmatic level. The proposed project-specific EIR/EIS will require an extensive review and detailed description of the existing conditions within the project's area of potential effect. The affected area will be different depending upon the topic being addressed. For instance, water quality impacts must consider the east-west watersheds, such as the San Dieguito River and Los Penasquitos Canyon watersheds, that the proposed alignment will cross. To evaluate the impacts of the project on visual quality will require the identification of specific viewsheds. This is particularly important in Sabre Springs, where much of the area in the western portion of the community has views of the I-15 corridor. The transportation facilities and general traffic circulation within each community along the I-15 corridor varies depending upon the size and location of the roads that feed onto the freeway and the mix of uses within the community. This information will be important in evaluating impacts to traffic circulation during project construction, as well as the long term effects of the rail line on existing transportation features such as carpool lanes, transit stations, and park and ride facilities.

Other important information that must be included in the existing conditions discussion is the proximity of residential development and public parks to the proposed rail line, as well as the significant natural open space areas, such as the Lake Hodges/San Pasqual Valley area, Green Valley Creek, and Los Penasquitos Canyon, all of which would have to be crossed by the proposed rail line.

Environmental Impact Analysis

Construction Related Impacts. The residents of Sabre Springs have endured years of construction on the I-15 corridor. This ongoing construction affects air quality; increases

noise, particularly at night; causes traffic congestion on the freeway and surface street congestion during freeway closures; and results in the replacement of green vegetation with concrete. Construction of a new rail line within the freeway corridor will result in similar impacts, all of which should be addressed in the draft EIR/EIS. The potential for full freeway closures, particularly at night should be disclosed, and adequate mitigation measures should be included to reduce air quality, noise, and traffic congestion impacts to below a level of significance.

Impacts to Existing Transportation Facilities. The portion of the I-15 corridor that extends from State Route 78 in Escondido to State Route 163 in San Diego is currently being upgraded to accommodate carpool and high occupancy vehicle traffic. Special elevated access ramps are being constructed to provide buses with dedicated access to transit stations; existing bridges are being reconstructed, some for the second time, to accommodate the expanded carpool lanes, and much of the existing right-of-way within this portion of the I-15 corridor is now covered in concrete with little if any room for additional facilities.

The draft EIR/EIS should describe how these new facilities could be impacted by rail line construction. Which facilities would have to be removed, relocated, or retrofitted? According to SANDAG, more than \$280 million dollars of the funds being used to implement the current transportation improvements along the I-15 corridor are Transnet funds, funds that are generated by the residents of San Diego County through the collection of a one-half cent sales tax. The draft EIR/EIS should include a detailed evaluation of how the construction and operation of the proposed rail line could impact the Transnet funded facilities. Adequate mitigation including reimbursement for any loss of facilities funded with Transnet dollars should be address in the document.

Impacts to Visual Quality, Aesthetics, and Community Character. Factors such as the height of proposed structures, design, color, visibility and placement within the viewshed, and proximity to other structures should all be considered in evaluating the impacts of the project on visual quality aesthetics, and community character. The impacts during construction may be different than those occurring after project completion. The document should include photo simulations that illustrate the visibility of facility from various parts of the community and the effects the facilities could have on existing open space areas such as Lake Hodges, Battle Mountain, Van Dam Peak, and Los Penasquitos Canyon.

Requirements for night lighting should also be addressed. The need for and potential effects, if any, of night lighting associated with the proposed rail line should also be addressed.

Increases in Ambient Noise Levels. The document must describe the anticipated noise impacts to sensitive receptors, such as schools, homes, and businesses, along the proposed alignment, particularly in areas where the system would be elevated. A comprehensive noise analysis should be conducted that takes into consideration the existing elevations of sensitive receptors and the proximity of the line to these receptors, as well as the existing and future noise levels generated from within the I-15 corridor. Noise levels at night will have a greater impact on adjacent residents; therefore, noise impacts that are averaged over a 24 hour period will not provide an adequate evaluation of potential noise impacts to adjacent residential areas.

The cumulative effect of all the noise generated within the I-15 corridor must be considered, as should any discernable differences in the type of noise generated by high speed trains, such as differences in pitch that could impact residents differently than standard noise generated by tires on the roadway. The draft EIR/EIS will also have to provide detailed information regarding how noise impacts would be mitigated, particularly where elevated tracks would be too high to construct sound walls or other noise reducing structures.

Impacts related to vibration during construction, as well as during project operation, should also be addressed.

Soil Related Impacts. There are a number of ancient landslides and slide prone clay formations along the I-15 corridor. The draft EIR/EIS should address the potential effects of existing soil problems on the proposed alignment. An evaluation of the potential effect of increased vibration in areas with known soil problems should also be included.

Mitigation Measures

The draft EIR/EIS should include a draft Mitigation, Monitoring, and Reporting Program that describes the measures that will be incorporated into the project to reduce impacts to below a level of significance and establishes responsibility for each measure in order to ensure that all of the proposed mitigation will be implemented.

Provided above is our initial list of potential effects that we believe must be addressed in the draft EIR/EIS. These comments are based on the limited information available regarding the ultimate design of the rail line through our community. As stated previously, we request the opportunity to provide additional comments, prior to the release of the draft environmental document, when site specific project details are available for our area. We appreciate this opportunity to provide comments and request that we be contacted as new information about the project is made available.

Sincerely,



Craig Balben, Chair
Sabre Springs Planning Group

cc: San Diego City Councilman Carl DeMaio
San Diego County Supervisor Pam Slater-Price
State Assemblyman Nathan Fletcher, 75th District
State Senator Dennis Hollingsworth, 36th District
Congressman Duncan D. Hunter, 52nd District
U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
SANDAG, Regional Transportation Planning

Kris Livingston

From: melhinton@sbcglobal.net
Sent: Thursday, November 19, 2009 9:43 AM
To: HSR Comments
Subject: LA-SD-HST Section via the inland Empire
Attachments: HST comment letter.doc

Mr. Dan Leavitt:

Attached are the comments from the San Diego Audubon Society regarding the Alternative Analysis for the High-Speed Train segment between Los Angeles and San Diego.

Thank you for considering these comments.

Mel Hinton
San Diego Audubon Society
858 454-6550 (h)

Fostering the protection and appreciation



of birds, other wildlife and their habitats...

November 17, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: Los Angeles to San Diego
Via the Inland Empire Section EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

The San Diego Audubon Society appreciates the opportunity to provide our input during the scoping process of the proposed High-Speed Train System (HST) Alternative Analysis (AA) study. We support the concept of HST and the many advantages it offers in terms of reduced environmental impacts as a mode of transportation. However, we do have concerns about station locations and routes in the San Diego area.

Routes

The Alternatives Analysis applicability section states that "reasonable, practicable and feasible alternatives" will be identified and studied in depth. Furthermore, the standard EPA requirement of evaluating the Least Environmentally Damaging Practicable Alternatives will be used. Yet in the programs presented to the public, the discussion of the I-15 to Qualcomm Stadium alternative is hardly mentioned. The draft Los Angeles to San Diego HST alignment map handed out doesn't even show this route as an alternative even though this route was one of three alternatives evaluated in the current EIR/EIS. In fact, the Qualcomm Stadium site was rated superior to the other alternatives in terms of miles of track, speed, time, cost and ridership.

One point that should be clarified is the need to tunnel throughout the Miramar MCAS area if the I-15 corridor alternative is used. Why is extensive tunneling necessary along I-15 except at the I-15 and Highway 52 interchange? Is the cost of tunneling under Miramar MCAS a major factor in the total cost of this route (\$1.28 B)? The I-15 to Qualcomm Stadium route needs to be included as an alternative in the EIR/EIS given its significant advantages over the other alternatives.

The potential environmental impacts Rose and San Clemente Canyons should be fully analyzed for the alternative routes from I-15 to I-5, including the undisturbed areas on Miramar MCAS just east of I-805. Especially important are wetlands and vernal pools.

Stations

Qualcomm station needs to be fully evaluated as one of the alternatives. Given the real possibility that the Chargers may relocate to downtown San Diego or elsewhere, this

site has great potential as a major intermodal transportation hub. It's located at the intersection of two freeways and the light rail line. Most importantly, it's centered in the middle of San Diego population and the area's largest concentration of retail businesses. In evaluating the environmental impacts of a Qualcomm station, particular attention must be paid to the San Diego River and its floodplain. A number of improvements along the river, including parkland designation and a trail system, are planned.

Light-rail express trains from Qualcomm station to the airport and Santa Fe Depot should be considered in the Alternative Analysis. Currently there is a train change at Old Town for people coming from Mission Valley, but a nonstop train is planned in the near future. This improved service should be considered in the study.

In addition to other listed criteria, the Alternative Analysis should evaluate the station alternatives as to how they best serve the transportation needs of all San Diegans. The effectiveness of each alternative in reducing surface traffic congestion and in reducing the number of airline passenger delay hours at Lindbergh must be explained. The public presentations of the HST program indicated that 2.15 million passenger hours would be saved if the HST is built, but the difference between the alternatives was not covered.

Lindbergh station is the alternative touted as an intermodal hub, but it is illogical that this location would reduce air travel at Lindbergh or provide the best ridership on the HST. Connectivity is important, but it must be connectivity people will actually use and that means it must be convenient. If the HST is to be competitive with north bound air transportation and automobiles, the HST stations should be located where they are most convenient for most travelers. Would most San Diegans be more likely to travel to Lindbergh or directly to a Qualcomm Stadium station in order to take the HST train north? The answer to this question must be explained.

San Diego Audubon believes in the HST as an efficient and environmentally superior mode of transportation. It also believes that the Alternatives Analysis should include a Qualcomm Stadium station with a light rail express train connection to the airport and downtown. We urge that this alternative and the I-15 to I-5 alternatives be given a full and fair analysis in the EIR/EIS.

In case of questions or follow-up, I can be reached at 858 454-6550 or melhinton@sbcglobal.net.

Respectfully,

Mel Hinton
Past President



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 — La Jolla

☒ October 14 — San Diego

☐ October 15 — Escondido

Name (please print):

Jim Peugh

City: San Diego

State: CA Zip: 92106

Organization/Business

San Diego Audubon Society

E-mail:

peugh@cox.net

Address:

2776 Nigome St

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

We strongly support the concept of H.S. Rail as a more environmentally suitable alternative to freeways and short haul air transport. But if the H.S. rail is designed in an environmentally foolish way we will have to oppose it.

We would eagerly support an I 15 corridor route with the terminal at Qualcomm Stadium or the Kinder Morgan site.

The proposed Rose Canyon diversion is totally inappropriate with respect to general environmental concerns: endangered species protection (MSEAP), wetlands, energy, construction costs, convenience for passengers, train speed, operating costs, impacts on communities, etc.

We strongly urge that the proposal be withdrawn, revised and the scoping restarted with a better route.

Alternatives like this one, that look silly, will substantially reduce the likelihood that we will have H.S. Rail in the near future. The public is not likely to support a system that appears to be designed to accommodate politicians instead of the public. We will not support one that needlessly

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

sacrifices our environment.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Bill Babcock [wa4lrm@pacbell.net]
Sent: Thursday, November 12, 2009 9:37 AM
To: HSR Comments
Subject: High Speed Rail (HSR) services in San Diego County

Mr. Dan Leavitt, Deputy Director
ATTN: HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt,

San Diego Canyonlands (SDCL) does not oppose the concept and goals of High Speed Rail (HSR) services in San Diego County.

However, we do oppose any route, which goes through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek with substantial natural open space and the associated negative impacts. These include negative impacts on water quality, habitat for wildlife the Multiple Species Conservation Program, noise, and recreational and educational opportunities in nature for urban residents. Another example of the wildlife impacts that would result is the restriction of wildlife movement caused by a twelve-foot-high fence, which is plan for the full length of the track.

We request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in their project level EIR/EIS. In the Program EIR, this route that was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts. This route is shorter and faster with higher train speeds.

SDCL remains open to other alternatives that avoid negative impacts to our precious remaining open space resources including undergrounding solutions. For example, if the I-5 corridor route, which chosen, continue the planned undergrounding from UTC to the median strip of the I-5 and continue from there on an elevated guide-way.

Sincerely, William Babcock

The Friends of Chollas Creek and Sierra Club

Friends of Chollas Creek

Scanned by McAfee Antivirus

Kris Livingston

From: Eric Bowlby [savewetlands@cox.net]
Sent: Friday, November 20, 2009 6:58 AM
To: HSR Comments
Subject: From San Diego Canyonlands, LA-SD HST Section via Inland Empire
Attachments: HSRletterNov2009.pdf

Mr. Dan Leavitt, Deputy Director
ATTN: HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Email to: comments@hsr.ca.gov

November 19, 2009

Mr. Leavitt,

Please include the attached document in the scoping comments for this project reference number:

LA-SD HST Section via Inland Empire

Thank you,

Sincerely,

Eric Bowlby
San Diego Canyonlands, (SDCL)
Executive Director
619-284-9399
eric@sdcanyonlands.org
www.sdcanyonlands.org



San Diego Canyonlands

◆ 3552 Bancroft Street San Diego, CA 92104 ◆ 619-284-9399 ◆

Mr. Dan Leavitt, Deputy Director
ATTN: HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
Email to: comments@hsr.ca.gov

November 19, 2009

Re : LA-SD HST Section via Inland Empire

Dear Mr. Leavitt,

The Mission of San Diego Canyonlands is to promote, protect and restore the natural habitats in San Diego County canyons and creeks by fostering education and ongoing community involvement in stewardship and advocacy, and by collaborating with other organizations.

San Diego Canyonlands does not oppose the concept and goals of High Speed Rail (HSR) services in San Diego County.

However, we do oppose any route which goes through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek with substantial natural open space and the associated negative impacts. These include negative impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program preserve areas, noise, and recreational and educational opportunities in nature for urban residents. Another example of the wildlife impacts that would result is the restriction of wildlife movement caused by a twelve-foot-high fence that is planned for the full length of the track.

We request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in their project level EIR/EIS. In the Program EIR, this route was found to have higher projected intercity ridership, less cost, less noise impact, and fewer visual and aesthetic impacts. This route is shorter and faster with higher train speeds.

San Diego Canyonlands remains open to other alternatives that avoid negative impacts to our precious remaining open space resources including undergrounding solutions. For example, if the I-5 corridor route is chosen, continue the planned undergrounding from UTC to the median strip of the I-5 and continue from there on an elevated guide-way.

Sincerely,

Eric Bowlby
Executive Director
San Diego Canyonlands
eric@sdcanyonlands.org

Kris Livingston

From: Carolyn Chase [cdchase@sdearthtimes.net]
Sent: Thursday, November 19, 2009 8:39 PM
To: HSR Comments
Subject: LA-SD-HST Section

Thank you for the opportunity to comment on the proposals and impacts related to CA High Speed Rail projects.

These comments are specifically for the segments being planned for San Diego County.

I request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in their project level EIR/EIS. In the Program EIR, this route was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts, and to be shorter and faster, with higher train speeds.

Since HSR is attempting to be an alternative to air travel, and as transit it is more important that it go to locations that are highly transit-connected. Since the real destination is downtown and not the airport, going at Qualcomm makes more sense where people can transfer easily to local options - or continuing down to 94 and then to move into downtown. This route is more direct.

I object to any route which goes through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek with substantial natural open space.

These include negative impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program, noise, and recreational and educational opportunities in nature for urban residents. Another example of the wildlife impacts that would result is the restriction of wildlife movement caused by a twelve-foot-high fence that is planned for the full length of the track.

Please analyze alternatives that avoid negative impacts to our precious remaining open space resources including undergrounding solutions.

For example, if the I-5 corridor route is chosen, stay underground from UTC until you could rise up out of the hillside and go into an elevated section in the median strip of the I-5. To state as the programmatic EIR does - that because there is an existing rail line established more than century ago and therefore that even more impacts should go there - is folly. At the time this rail line was put in, there was no environmental review so this fundamental premise is completely flawed.

The EIR should consider equally the road-transportation corridors and not the existing rail line that is constrained, goes through significant canyons, creeks and wetlands and would also require significant private property takings and cause significant environmental impacts.

Or stay underground the entire way into downtown. High Speed Rail - especially with the frequent services your Business Plan currently calls for - is incompatible with at-grade setting in dense urban areas. The noise impacts from I-5 are already having negative impacts on neighborhoods. Frequent train service could negatively impact home values.

Your EIR must also answer what is the route with respect to other regional transportation planning, specifically for the mid-coast light rail. The cumulative impacts of noise need to be taken seriously.

Carolyn Chase
2511 Loring St.
San Diego CA 92109

Kris Livingston

From: Carolyn Chase [cdchase@sdearthtimes.net]
Sent: Thursday, November 19, 2009 8:38 PM
To: HSR Comments
Subject: LA-SD-HST Section

Thank you for the opportunity to comment on the proposals and impacts related to CA High Speed Rail projects.

These comments are specifically for the segments being planned for San Diego County.

I request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in their project level EIR/EIS. In the Program EIR, this route was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts, and to be shorter and faster, with higher train speeds.

Since HSR is attempting to be an alternative to air travel, and as transit it is more important that it go to locations that are highly transit-connected. Since the real destination is downtown and not the airport, going at Qualcomm makes more sense where people can transfer easily to local options - or continuing down to 94 and then to move into downtown. This route is more direct.

I object to any route which goes through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek with substantial natural open space.

These include negative impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program, noise, and recreational and educational opportunities in nature for urban residents. Another example of the wildlife impacts that would result is the restriction of wildlife movement caused by a twelve-foot-high fence that is planned for the full length of the track.

Please analyze alternatives that avoid negative impacts to our precious remaining open space resources including undergrounding solutions.

For example, if the I-5 corridor route is chosen, stay underground from UTC until you could rise up out of the hillside and go into an elevated section in the median strip of the I-5. To state as the programmatic EIR does - that because there is an existing rail line established more than century ago and therefore that even more impacts should go there - is folly. At the time this rail line was put in, there was no environmental review so this fundamental premise is completely flawed.

The EIR should consider equally the road-transportation corridors and not the existing rail line that is constrained, goes through significant canyons, creeks and wetlands and would also require significant private property takings and cause significant environmental impacts.

Or stay underground the entire way into downtown. High Speed Rail - especially with the frequent services your Business Plan currently calls for - is incompatible with at-grade setting in dense urban areas. The noise impacts from I-5 are already having negative impacts on neighborhoods. Frequent train service could negatively impact home values.

Your EIR must also answer what is the route with respect to other regional transportation planning, specifically for the mid-coast light rail. The cumulative impacts of noise need to be taken seriously.

Carolyn Chase
2511 Loring St.
San Diego CA 92109



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Alice TANA/ucPG City: SD State: CA Zip: 92122

Organization/Business: TANA + Assoc E-mail: 858-395-8262

Address: 4370 La Jolla Village Drive Suite 400

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Great Project Great idea! This will
assist us to get thru LA Faster with
No traffic Battle.

Thank you

Alice Tana

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Jim Youngs [Jim.Youngs@towill.com]
Sent: Friday, October 16, 2009 9:34 AM
To: HSR Comments
Subject: LA-SD-HST Section via the Inland Empire
Attachments: MX-2600N_20091016_092750.pdf

PLEASE SEND ANY UP DATES TO MY E-MAIL ADDRESS OR REGULAR MAIL.



Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hst.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	P 2:13 6:7 PAGE 2:10 3:2 Paris 20:12,18,18 park 6:15 11:22,23 13:9 14:12 Parker 2:14 7:1 parking 12:15,15 14:20 Park/Preserve 6:15 part 6:14 8:3 particular 16:3 parts 7:14 party 17:20 pass 15:5,17 passenger 16:6 passing 18:23 path 14:5,5,8 patrols 22:18 pay 16:18 peak 11:20 Peggy 2:23 17:22,22	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5
		P	R	
			rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16	

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Russ Craig [russc@pacbell.net]
Sent: Tuesday, November 03, 2009 7:57 AM
To: HSR Comments
Subject: LA-SDHST Section via the Inland Empire

Why not run the train straight down I-15 and tie into Rodriguez airport instead of spending a huge amount of money tunneling under the University City area and ruining Rose Canyon which is one of the few remaining peaceful open space areas in San Diego?

Qualcomm feeds into San Diego Trolley and into the airport and downtown while the current plan may just turn into "Big Dig-West".

Have no understanding why the only options offered were run it through the canyon or run it through the canyon. Those aren't real alternatives.

Russ Craig
University City area resident

Kris Livingston

From: THERESA ACERRO [thacerro@yahoo.com]
Sent: Monday, November 09, 2009 10:18 AM
To: HSR Comments
Subject: high speed rail

To Whom it may Concern:

High Speed Rail is an interesting idea, but the placement of these tracks must avoid environmentally sensitive lands. The I-15 route seems to be the most practical and least impactful. Once I-15 merges with I-5 in National city the logical continuance would be over I-5 or the trolley tracks or within those right-of ways. It is imperative that the many businesses along these roads are not negatively impacted by this new means of transportation.

There must be a way to make this a win-win for everyone.

Sincerely,

Theresa Acerro

Kris Livingston

From: Tanya HoweAeria [tanya.aeria@gmail.com]
Sent: Tuesday, November 17, 2009 9:51 AM
To: HSR Comments
Subject: Rose canyon rail YES!

I am so excited to finally have a high speed rail coming to my neighborhood! Please get it built!!!

Kris Livingston

From: Robert Aizuss [raizuss@san.rr.com]
Sent: Wednesday, November 18, 2009 4:05 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Robert Aizuss
2957 Briand Ave.
San Diego, CA 92122

Kris Livingston

From: Martha Alden [aldenmj@hotmail.com]
Sent: Friday, November 20, 2009 4:13 PM
To: HSR Comments
Subject: Ca HST Project LA to San Diego via Inland Empire

I attended the October 13 meeting in La Jolla and am submitting comments regarding the proposed route and stops between Escondido and downtown San Diego.

I strongly urge the California High Speed Rail Authority to consider alternatives to a University City station and route through Rose Canyon. I believe a route that follows I-15 to Qualcomm Stadium would be more environmentally friendly, serve currently underserved communities better and not impact surface street and highway congestion around the proposed station in University City which is often a problem at the current time.

I believe a station at Miramar Road and I-15, perhaps on the east side of the freeway, and continuing south along I-15 to a station at the Qualcomm stadium site would be preferable to heading west and paralleling the current Amtrak route.

Advantages for a station at Miramar Road:

- > Would serve communities which don't have easy access to rail services currently (Poway, Rancho Bernardo, Scripps Ranch, Vista) There is continuing development going on in the eastern parts of the city
- > Would provide easy access to Miramar Naval Air Station
Might the navy be willing to donate a parcel of land for a station
- > Would be easily accessible by residents and businesses of Mira Mesa, University City, Sorrento Valley without the heavy traffic congestion of the University City area.
- > The area around Miramar Rd and I-15 is less built up than the area around University City, and I-805 is more congested than I-15.

Advantages of continuing the route south to Qualcomm Stadium and using that as a transportation center.

When the Chargers leave Qualcomm, that frees up a lot of land for development of a transit center. There is already a San Diego trolley stop there. A transit center at this location would be beneficial for the many growing communities to the south and east and a boon for commercial development at the east end of Mission Valley.

It is a short trolley ride to Old Town, downtown and to eastern stops such as San Diego State and Santee.

Thank you for your consideration of these ideas.

Martha Alden
5349 Pendleton St
San Diego CA 92109

Kris Livingston

From: Dan Allen [danallen@alum.mit.edu]
Sent: Friday, November 20, 2009 2:31 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Greetings --

I rode a high-speed train last month from Florence to Rome. The fare (second class) was \$63 converted to US dollars. That is 175 miles at about 35 cents a mile. Since the Italian system is state-built and state-owned, one would assume this cost does not amortize construction capital cost and is a token amount of their operating cost. Therefore, it might be concluded that for the California High-Speed Train, if it is similarly tax-supported, the minimum cost would be the same 35 cents a seat-mile, and a trip from San Diego to San Francisco would be about \$200. How is ridership justified if the same travel can be had on Southwest Airlines for \$59 advanced purchase and \$175 at the maximum?

I have submitted several other comments on different aspects of the information I picked up at your meetings here and on the website.

Dan Allen
La Jolla

Kris Livingston

From: Dan Allen [danallen@alum.mit.edu]
Sent: Friday, November 20, 2009 2:32 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Greetings --

Of the alternative routings through Riverside County, it would be clearly advantageous to chose the one that goes by March Air Reserve Base. March was considered a candidate for relocating the San Diego regional airport, but I believe it was discarded in evaluations because of its distance from the urban area and the cost of access infrastructure. The picture changes if the California High-Speed Train is built, because it will assure convenient airport access.

Plus the California High-Speed Train assuredly will create a development pattern that will "distort" the San Diego urban area so that its "center of gravity" moves toward Riverside County. The relocation of the San Diego regional airport is sure to come back for reconsideration one day.

I have submitted several other comments on different aspects of the information I picked up at your meetings here and on the website.

Dan Allen
La Jolla

Kris Livingston

From: Dan Allen [danallen@alum.mit.edu]
Sent: Friday, November 20, 2009 2:34 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Greetings --

Can you reconsider the groundrule you have obviously adopted that the trains must terminate in the downtown sections of San Francisco, Los Angeles and San Diego? Could the terminals instead be in more suburban locations served by expanding the existing transit systems BART in the Bay Area, LA's subway and an enhanced San Diego Trolley. This alternative might even cost less overall and would certainly have lesser environmental impacts. For example, on the peninsula between San Francisco and San Jose the California High-Speed Train will duplicate parts of BART and all of the CalTrain commuter line, which seems to me like a wasteful expense.

I have submitted several other comments on different aspects of the information I picked up at your meetings here and on the website.

Dan Allen
La Jolla

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009
ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1		forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E	four 9:16
		11:7,8,25 15:6	E 2:9,11 3:3	four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

Kris Livingston

From: John and Leslie Anderson [janders4@san.rr.com]
Sent: Monday, November 16, 2009 9:52 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon.

Putting a high speed rail with a large volume of traffic through the Canyon / Park is not an option. The consequences are just too severe to the nearby schools, neighborhoods and people who use the park.

All possible alternates must be explored, Rose Canyon is too precious to ruin with a project of this magnitude. I suggest / support the I-15 to Qualcomm Stadium route

Just say no to a High Speed Rail line through Rose Canyon.

Sincerely,
John and Leslie Anderson
3516 Tony Drive
San Diego, CA 92122

Kris Livingston

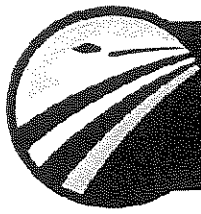
From: Alison [ali@potterydude.net]
Sent: Wednesday, October 07, 2009 12:05 PM
To: HSR Comments
Subject: Hi speed railway

I oppose a high speed railway in Rose Canyon as it would have a devastating effect on the natural flora and fauna of the canyon. Many people use the canyon for recreational activities such as hiking, biking, birdwatching etc. Adding a high speed railway will absolutely change the beauty of the canyon. Please consider to study other options.

Thank you,

Alison P. Anthony CFNP

Gastroenterology/Internal Medicine/Eating Disorders
Surya/Clinical Application Laboratories, Inc.
3330 Third Avenue, Suite 304
San Diego, CA 92103
(619) 260-1012 x221
ali@anthonyhome.net



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): DAVID ARCHBOLD City: SAN DIEGO State: CA Zip: 92126

Organization/Business _____ E-mail: DARCHBOLD@GMAIL.COM

Address: 10670 CAMINITO DERECHO SAN DIEGO, CA 92126

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

LARGE COMMUNITIES ALONG ROUTE HAVE NO STATION WITHIN
5+ MILES TO NEAREST STATION, DETRACTING FROM USE,
REQUIRING CARS & BUSES - ALONG ROUTE.

COULD COMMUNITIES ALONG ROUTE TAX THEMSELVES TO BUILD
STATIONS AND PLACE SHORT DISTANCE TRAINS ON MAINLINE
THAT WOULD CONNECT WITH MAJOR STATIONS?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Nancy Ash [nancy@iri.cc]
Sent: Tuesday, October 13, 2009 9:12 AM
To: HSR Comments
Subject: High Speed Rail should continue to Chula Vista

I would like to add to my email sent last week. We believe it should continue from San Diego to Chula Vista since many of us do not like to drive in all the traffic to San Diego, it would help our economy, and help people going to Mexico.

Nancy and Al Ash, Chula Vista

From: Nancy Ash [mailto:n.ash@cox.net]
Sent: Thursday, October 08, 2009 12:15 PM
To: 'comments@hsr.ca.gov'
Subject: Yes for the High Speed Rail to San Diego

I believe the High Speed Rail should come to San Diego via the Inland Empire. We live in eastern Chula Vista and do not normally drive on the busy busy highways, but this would help us get around.

Nancy Ash, Chula Vista

Kris Livingston

From: janice barnard [jjbarnard92014@yahoo.com]
Sent: Wednesday, November 11, 2009 11:24 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire - Route down I-15

I request that the HRS Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in the project level EIR/EIS. In the Program EIR, this route was found to have:

- higher projected intercity ridership
- less cost
- less noise impact
- fewer visual and aesthetic impacts
- shorter and faster route for higher train speeds

Additionally:

- Parking issues should be a major consideration in routing the HST to the airport area versus following the I-15 corridor.
- HST and airport travel would mostly likely compete versus compliment choice of travel, so why is it important to have them connected?
- Connection between Qualcomm Stadium & Airport/Amtrak/Coaster/Downtown should be accomplished using Trolley, which almost makes it to airport. This would require minor, thoughtful consideration by local officials.
- Downtown pedestrian traffic should be major consideration. Already there are many accidents with the Trolley, Coaster & Amtrak. HST most likely would make the downtown pedestrian walking even more dangerous.

Janice Barnard
12777 Via Esperia
Del Mar, Ca 92014
858.509.9796
jjbarnard92014@yahoo.com

Kris Livingston

From: dbarrios@san.rr.com
Sent: Wednesday, November 18, 2009 4:14 PM
To: HSR Comments
Subject: LA-SD HST Section VIA the Inland Empire

My name is Dan Barrios and I live with my wife at 18189 Chrietien Ct, San Diego. We are close to Hwy 15 on the East side of the freeway in Rancho Bernardo. In reviewing the map which shows the route through RB, it shows the HST on the West side of the freeway. The article I read in the newspaper states it could be the west or East side of Hwy 15. We are only on street parallel to Hwy 15 (Escala Dr.) We lost our home in the wildfire of Oct. 2007 and to think that we could possibly lose our home through eminent domain, is something that we don't even want to think about. We rebuilt our home and are very happy with the anticipation of living our lives here. When will a decision be made as to the route of the tracks and the schedule of construction?

Dan Barrios
18189 Chretien Ct.
San Diego, Ca. 92128
(Rancho Bernardo)
858-521-9190

Kris Livingston

From: Solarbart@aol.com
Sent: Tuesday, November 17, 2009 8:57 AM
To: HSR Comments
Subject: hst sandiego section

please take it streight down to the border avoiding the university city mess. robert l barto 8803
robin hood lane la jolla ca 92037 thank you

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	P 2:13 6:7 PAGE 2:10 3:2 Paris 20:12,18,18 park 6:15 11:22,23 13:9 14:12 Parker 2:14 7:1 parking 12:15,15 14:20 Park/Preserve 6:15 part 6:14 8:3 particular 16:3 parts 7:14 party 17:20 pass 15:5,17 passenger 16:6 passing 18:23 path 14:5,5,8 patrols 22:18 pay 16:18 peak 11:20 Peggy 2:23 17:22,22	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5
				rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Sandy Bassler [sandyagt@aol.com]
Sent: Monday, November 16, 2009 11:04 PM
To: HSR Comments
Subject: LA-SD High Speed Train Section via Inland Empire to San Diego

To Whom It May Concern:

I strongly oppose a High Speed Rail line through Rose Canyon Park which is being considered. Rose Canyon Open Space Park is irreplaceable and is a very unique natural habitat and has been a special place for most San Diegans for many years. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts.

Thousands of people throughout San Diego use this park for recreation and a place to enjoy the quiet and animals that live in the park. Hundreds of San Diego & University City students walk to the park from nearby schools for field trips to enjoy this area and learn about eco-systems. The city has also preserved this park as habitat for plants and wildlife making a unique home for many animals of varying types. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route which should be seriously considered which does not impact any park areas that I am aware of.

Our family has thoroughly enjoyed the Rose Canyon Park for the past 12 years and would hate to see this precious resource be sacrificed and the natural habitat suffer; this is an environment not easily replaceable. Please reconsider this route for the sake of all San Diegans.

Thank you,
Sandy Bassler
3026 Award Row
San Diego, CA 92122

Kris Livingston

From: Samuel Bennett [bennetsa4158@gmail.com]
Sent: Saturday, November 21, 2009 6:39 PM
To: HSR Comments
Subject: High speed Rail Line

I am delighted that the Genesee Highlands Association Board of Directors has issue a strong resolution in opposition to the proposed HSR line proposed for the Rose Canyon corridor. Please save our Rose Canyon Open Space Park, and plan an alternative route on I-15

--

Sam Bennett
homeowner, Genesee Highlands
4158 Camino Ticino
San Diego CA 92122

Kris Livingston

From: LindaHomes@aol.com
Sent: Friday, November 20, 2009 9:56 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To whom it may concern,

It is a vision of the future to have a high speed rail from northern California to southern California. This vision should not take away our canyons, our parks, our open spaces. Please work with that vision in mind and follow the freeways and high traffic areas that will be least impacted. Please do not encroach on our beautiful and precious Rose canyon when Freeway 15 offers a wonderful option to end at Qualcomm Stadium as a terminal.

Sincerely,
Linda

Linda Bernstein
Century 21 Award
Cell 858-2456711
Fax 858-5874734

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
commencing at Ramada Limited, San Diego Airport,
1430 Rosecrans Street, San Diego, California, on
Wednesday, October 14, 2009, at 3:00 p.m., before
Mirosalva Olguin, Certified Shorthand Reporter No. 12959
for the State of California.

INDEX

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
<p>B</p> <p>B 6:9 back 5:7 11:20,20 backup 5:19 bags 9:4,6,8,10,14 Base 11:22 basically 11:15 Bay 7:3,12,13 believe 11:4,20 benefit 8:24 Berry 2:11 3:3 berry.bill 2:12 beyond 11:6 bicycle 9:18,18 10:4 10:5</p>				

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21	
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17		
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13	P PAGE 2:10			

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				

Kris Livingston

From: Kimberly Tays Binnie [ktays@suddenlink.net]
Sent: Tuesday, October 06, 2009 12:51 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: HIGH SPEED RAIL THROUGH ROSE CANYON, SAN DIEGO, CA

Dear California High-Speed Rail Authority:

I am writing this e-mail to **oppose high-speed rail through Rose Canyon in San Diego, California**. This remarkable bit of open space in such a densely populated area is a precious resource, not only for the wildlife but for the community, as a whole. It is a place of tranquility; a place where one can get away from the stresses of urban existence.

Although I no longer live in San Diego, my husband and I visit family members who live close to Rose Canyon. When we are visiting, we use the Canyon on a daily basis; taking our grandson and the dog for walks. We always enjoy visiting the Canyon, because it offers a welcome bit of peace and quiet. One night, we saw 4 coyotes foraging for food; we also saw an owl flying overhead and heard others nesting in nearby Eucalyptus trees. We were thrilled to see this sort of wildlife right in the City's limits.

If you visit Rose Canyon on any given day or time, you can see how popular it is--people use the Canyon to walk their dogs, ride their bikes, jog, bird watch or just enjoy the tranquility of the Canyon.

As an environmentalist, I support the idea of high-speed rail in California, but I DO NOT support high-speed rail service through Rose Canyon, because I believe it would ruin the unique Canyon habitat that thrives there, in addition to the community's use and enjoyment of the area.

Sincerely,
Kimberly Tays
P.O. Box 75
Trinidad, California 95570

Kris Livingston

From: Jennifer Bishop [jenroberts@san.rr.com]
Sent: Tuesday, November 03, 2009 6:27 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: I oppose High Speed Raid through Rose Canyon

My husband and I oppose the High Speed Rail through Rose Canyon and request a full study of the I-15 to Qualcomm Stadium route. As a resident of University City, I'm extremely concerned about both the environmental impact as well as the negative impact it would have on our wonderful community. It would simply devastate our neighborhood. Please consider every other alternative and leave our canyon alone.

Thank you for your time and consideration.

Kindest regards,
Chad and Jennifer Bishop

NOT OKAY:

- **134 trains per day** (every 4-5 minutes during 6–9 AM and 4–7 peak hrs)
- **Two new tracks, overhead wires supported by many large poles** (like the trolley)
- **Continuous 12 foot high chain link security fence, big retaining walls**
- **Huge noise and visual impacts; increased traffic, big parking garages**

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN
CSR No. 12959
For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	course 4:11 19:3
20:5,9	budget 22:12	23:18,23	crime 22:18	critical 9:4 14:7
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	CSR 1:24 24:16	cultural 9:11,14
animal 6:16	building 4:19 22:14	22:24	culture 9:15	cutting 23:18
animals 9:8 17:15	built 13:21 15:7	coast 7:24		
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Shaun Briley [shaunbriley@hotmail.com]
Sent: Tuesday, October 06, 2009 4:01 PM
To: HSR Comments
Subject: Rose Canyon, San Diego

I am IN FAVOR of sending the High Speed Rail line through Rose Canyon in San Diego - a route that I know some people are opposing.

I live less than half a mile from Rose Canyon and run through the canyon with my dog several times a week. However I believe the benefit of the proposed high speed rail terminus at UTC outweighs the downsides and in the big picture is environmentally sound.

The one proviso is that I would like to see an underpass or pedestrian bridge over the tracks at the beginning and end of the canyon so that the public still has access to the walking trails beyond the fenced rail track area.

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☒ October 15 - Escondido

Name (please print): Debra Briski City: San Diego State: CA Zip: 92127
Organization/Business _____ E-mail: Cardner_rb@yahoo.com
Address: 17665 Valladares Dr. San Diego

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The 15 Hwy through Rancho Bernardo has been expanded from 4 lanes to 14 lanes in the past decade. The environment was not considered & no sound walls were built on the north end of Rancho Bernardo to protect the taxpayers our park and the environment as a whole.

What is this project going to be remembered for?
- Improving the environment or finishing it off?

- How ~~are~~ is the high-speed train going to cross Lake Hodges without disrupting the ecosystem.

- We need to know if the train is going to take our property or just as to be built above our property.

- This train is good for people that don't live & work in North County or the coast.

- It looks like it is time to move to another state. San Diego is no longer San Diego!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Michael Buczaczor City: San Diego State: CA Zip: 92122

Organization/Business: Friends of Rose Canyon E-mail: mbucz@san.rr.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

HSR ought to be along I-15 rather than through Rose Canyon. It's far less populated and therefore its impact on the population and species along the canyon will be far less.

A train every 12 min during peak hours will be detrimental to people whose homes are along Rose Canyon. Present noise of rail and whistle from "slow" trains is bad enough.

Construction noise along Rose Canyon, which will last many months, or years, is not acceptable along populated areas.

While the concept of HSR is good, it must ~~exist~~ along the rails must be along low density population, for the sake of the population.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Angela Budreika [abudreika@yahoo.com]
Sent: Tuesday, November 17, 2009 9:58 AM
To: HSR Comments
Subject: LA-SD HST section via Inland Empire

Hello,

I oppose a High Speed Rail line through Rose Canyon.

Please check into Alternate routes.

My family, and friends and I have enjoyed hiking, viewing beautiful birds and exquisite stars in this amazing Rose Canyon.

Thank you for your consideration of this matter.

Angela Budreika and Family
10616 Indigo Blossom Lane
San Diego, CA 92121-4218

Kris Livingston

From: Hallie Burch [hallie8@san.rr.com]
Sent: Wednesday, October 14, 2009 12:18 PM
To: HSR Comments
Subject: High-Speed Rail comments

Having attended last night's meeting I came back with many reactions to this presentation. The most important issue that should be addressed is an EIR being done for all 3 routes around the Rose Canyon/University City/Miramar/Carroll Canyon area. To not address this would be extremely irresponsible. The route that is least environmentally harmful should be chosen. Also, there is absolutely no necessity for trains to be leaving as frequently as envisioned. There is no possible way there would be enough people to fill them making them an efficient way to travel. The stops are also very poorly thought out.

Hallie Burch

Kris Livingston

From: Peter Burch - Tiara/LabScheduler [pburch@labscheduler.com]
Sent: Wednesday, October 14, 2009 9:24 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Hello,

I think that re-evaluating the old option of using the I-15 corridor terminating at Qualcomm Stadium is essential. The current proposal of a surface train through Rose Canyon should be removed. Terminating at Lindberg does not meet the original goal of having a stop in downtown San Diego which is a couple of miles away from Lindberg.

Qualcomm has access to extensive parking and trolley service, and once the mid-corridor line is completed will be readily accessible from all parts of the county. I support High Speed rail. I have ridden the TGV in France and there was no problem taking public transport to the terminal stations.

Having electric tracks with fences through Rose Canyon Park, plus supposedly many trains a day, would be an environmental nightmare and should be eliminated as an option. The vague alternatives of running underground would seem prohibitively expensive.

Thank you.

Peter Burch
Sales and Marketing Director
Tiara and LabScheduler
office: 858-453-2777
cell: 858-205-2162

Dear Mr. Leavitt:

I strongly oppose the proposal to build a high speed rail line through Rose Canyon. I understand that the High-Speed Rail Authority's own studies state that high-speed rail projects are generally not compatible with parks. I find it shocking that in doing these studies, the High Speed Rail Authority failed to recognize the basic fact that Rose Canyon is a park!

Thousands of people use Rose Canyon Open Space Park for recreation. A number of schools are in walking distance and use it for school field trips. This park is a natural park, created to protect the plants and animals there and for the benefit of all San Diegans.

I strongly urge you to do a full study of alternatives routes that do not go through or near Rose Canyon, including I-15 to Qualcomm Stadium.

Sincerely,

Isabel Barragán
5818 Honors Drive
San Diego, Calif.

I have Lived in this area since 1962. Purchased a home and am very interested in maintaining the quality of life and allow youngsters to enjoy the opportunity of wildlife in Rose Canyon.

11-24-09



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Pamela Colquhitt City: San Diego State: CA Zip: 92122
Organization/Business: Resident University City E-mail: pcolquitt@san.rr.com
Address: 7856 Camino Aguilera

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would like to express my opinion regarding the HSR going through University City and Rose Canyon. How can it can be high speed with so many stops? I prefer the I-15 to Qualcomm Route. No tunneling under University City, and one stop at Qualcomm then Downtown S.D.

I would like to know who-what is backing this project in terms of San Diego City.

Rose Canyon is our only open-quiet space. The HSR would desecrate this space. Please consider the other alternatives and leave Rose Canyon as it is.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Ezra Van Everbroeck [ezra@ling.ucsd.edu]
Sent: Friday, November 20, 2009 11:01 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire - Ms. Cameron
Attachments: Train.Comments.Cameron.pdf

Sending on behalf of a resident in our complex, Ms. Cameron, who does not have email access.

Best regards,

Ezra Van Everbroeck

President
Playmor Terrace



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Luigen Cameron City: San Diego State: CA Zip: 92122

Organization/Business: Retired E-mail: N/A

Address: 7984 Claymore Terrace

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am definitely against the High-Speed Rail to come through the University City area. One main reason is the two faults within the area: namely, the San Andreas fault and the Rose Canyon fault. And to think the people want to tunnel under the homes in this area is absurd. Some homes would be in the path of this tunnel and the amount of money the owners would receive would be "pennies." This project should stay in the I-15 corridor as planned.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

*SEND COPY TO:

JANAY_KAUFER@MSN.COM

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	density 14:9
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	designation 12:25
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	considerable 22:3	Despite 14:23
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	consideration 9:3	destination 13:1
21:24,25	best 7:8 17:18	chain-link 12:12	9:16	destroyed 6:17,18
airports 14:4,6	better 7:15 10:7	17:8	considerations 9:3	destroying 17:20
20:25	17:1,20	chairman 11:9	considered 23:20	detrimental 5:18
airways 20:16,16,17	big 12:10	change 17:25 18:6	considering 8:16,17	dictated 16:15
alignment 11:11,12	bit 20:4	Chargers 18:19	13:19 21:21,22,23	Diego 4:4,25 6:10
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	construct 15:22	6:15 7:15,16 9:4
alluded 9:16	Book 21:19	cheaper 16:9	16:11	12:20 14:4,8
alternative 5:17	Boston 20:1,8	Chicago 16:1	construction 6:17	16:14 19:16 22:8
13:5 23:20	Boulevard 22:24	choice 17:2,20	9:2 12:4 13:13	22:15,17,19 23:5
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	15:24	digging 15:12
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	Cont 3:1	direction 24:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	continue 5:16	discarded 6:13
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	continues 4:6	divide 14:16
20:5,9	budget 22:12	23:18,23	continuing 10:7	doing 6:9 9:12 21:23
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	contrast 15:19	double-track 17:10
animal 6:16	building 4:19 22:14	22:24	convinced 22:4	downsides 10:19
animals 9:8 17:15	built 13:21 15:7	coast 7:24	Coronado 4:15	downturn 10:25
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13	Corporation 4:9	Doyle 14:12,12
answered 4:7	bury 15:21	come 23:10	corridor 7:8 10:7	draft 6:9
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3	11:24 13:16 14:21	drastic 20:19
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19	17:1,12 19:16	drive 2:3 12:18 21:2
18:20	businesses 23:1	commencing 2:2	23:17	21:15
apparently 12:18	buy 5:9 16:10	comment 10:11	corridors 6:16	driving 19:19
appear 14:18	C	23:21	cost 12:3 15:1,9,23	Dublin 21:5,13,14
approved 14:24	California 1:7,16	23:25	16:8	21:15,17,18
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2	country 19:10,25	D.C 20:2,7
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1	county 4:25 6:11	E
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24	7:12 16:17	E 2:9 3:1
7:19,21,23 8:5,8	call 7:3	22:16	course 4:11 19:3	Earlier 16:5
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2	crime 22:18	early 11:11
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15	critical 9:4 14:7	earthquake 15:11
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10	CSR 1:24 24:16	17:9
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25	cultural 9:11,14	easily 7:13
16:23 17:9 18:9	11:22,23 13:4,9	8:1	culture 9:15	east 7:21 20:1
18:11 23:22		computed 11:19	cutting 23:18	ecologically 6:14
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10 <hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23
--	---	---	--	--

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Georgia Catton [glcdmc@sbcglobal.net]
Sent: Saturday, November 14, 2009 12:04 PM
To: HSR Comments
Subject: "LA-SD HST Section via the Inland Empire"

We are seniors and we moved to Rancho Bernardo because it is a nice quiet community. The high speed train down 15 would hurt this area terribly. I am very much against this being in my "front yard" Georgia Catton



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla

☐ October 14 – San Diego

☒ October 15 – Escondido

Name (please print):

JOHN CHALKER

City:

State:

Zip:

Organization/Business

LA CAPITAL GROUP

E-mail:

Address:

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

① ~~ENSURE~~ ROUTE STUDY INCLUDES POTENTIAL HSR
STATION @ SAN DIEGO INT'L AIRPORT (LAWRENCE FIELD)
PROPOSED INTERMODAL TERMINAL.

② ENSURE SANDAL STUDY ON SAN DIEGO TERMINUS FOR HSR
IS CONSIDERED IN DECISION TO LOCATE TERMINUS

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1		forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E	four 9:16
		11:7,8,25 15:6	E 2:9,11 3:3	four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1		forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E	four 9:16
		11:7,8,25 15:6	E 2:9,11 3:3	four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p> quality 8:23 </p> <hr/> <p style="text-align: center;">R</p> <hr/> <p> rail 4:1,4,8,9,12,25 5:1 6:14 8:3 12:4 14:21,23 15:5 16:3,18,22 17:8 railroad 3:23 5:9 9:14 Rancho 2:12 rapid 5:8 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p> <hr/> <p style="text-align: center;">S</p> <hr/> <p> Sacramento 9:17 San 9:17 11:4,25 14:9 15:10 16:5,6 Santa 2:12 4:24 saying 12:17 17:4 schools 6:23,23 7:20 15:12,22 SCOPING 1:6 2:1 scoria 3:10,20 screen 8:18 Seattle 11:15 Seavey 2:20 9:22 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
---	---	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Ramada Limited, San Diego Airport,
3 1430 Rosecrans Street, San Diego, California, on
4 Wednesday, October 14, 2009, at 3:00 p.m., before
5 Mirosalva Olguin, Certified Shorthand Reporter No. 12959
6 for the State of California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	
25		

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

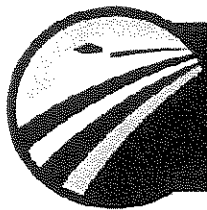
CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
<p>B</p> <p>B 6:9 back 5:7 11:20,20 backup 5:19 bags 9:4,6,8,10,14 Base 11:22 basically 11:15 Bay 7:3,12,13 believe 11:4,20 benefit 8:24 Berry 2:11 3:3 berry.bill 2:12 beyond 11:6 bicycle 9:18,18 10:4 10:5</p>				

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21			
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13	P PAGE 2:10			

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): William Chatham City: La Jolla State: CA Zip: 92037

Organization/Business _____ E-mail: _____

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This improved form of public transportation is long overdue
and necessary to the health and welfare of our
community. Build it - start now!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Jane Chatham City: La Jolla State: CA Zip: 92037

Organization/Business _____ E-mail: _____

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This project is long overdue. Please construct and implement ASAR. There will be negative comments from NIMBYs, but the high speed rail is for the common good. We must have good, reliable, alternative transportation systems to survive without further destroying our environment. The bond has passed – we must get going while the federal govt. is ready with stimulus funds. We need jobs and an economic boom.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Ching - Rong Cheng City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: cheng4817@yahoo.com

Address: 3240 Galloway Dr.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

1. Rose Canyon is ecological fragile.
University City is also built as a quite residential Area.
If route goes through Rose Canyon, it will produce lots of
noise and environment damage.
It will be best to go through University city area
through tunneling to prevent the environment impact.

2. It is good to have a station in University City
but the station location must be near I-5 near 805
to prevent traffic impact in this area.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Mitch Clark [mitch-clark@live.com]
Sent: Thursday, November 12, 2009 1:24 PM
To: HSR Comments
Subject: NO to TRAINS and money squandering polititians!!!

Are you crazy????????????? High speed trains??? Hydrogen powered busses??? WHAT??!!

THE STATE OF CALIF IS BANKRUPT!!

The state is in financial ruins and the polititians are raising our taxes and squandering the citizens money on this stupid stuff!

**VOTE OUT ALL CURRENT OFFICE HOLDERS IN CALIF.
THEY ARE KILLING OUR STATE!!**

Just say NO to these FOOLS squandering **OUR tax money!!!!
FIRE THEM ALL!!!!!!!!!!!!!!!!!!!!**

Hotmail: Powerful Free email with security by Microsoft. [Get it now.](#)



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): CRYSTAL CLEARWATER City: SAN DIEGO State: CA Zip: 92126

Organization/Business _____ E-mail: cclear@earthlink.net

Address: 10273 BLACK Mtn RD M8

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Since I live on Black Mtn Rd north of Caroll Canyon I am very concerned about construction, noise & the value of my unit

OTHER THAN THAT - THIS IS A GREAT IDEA!
WHY DIDN'T WE DO THIS ~~YEA~~ DECADES AGO!?

COMMUTER LINK - while you're at it you should include Commuter Trains and bus links ~~also~~ in the metropolitan areas -

I understand That SANDAG is interested

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Karen Coleman [kcпитzel@sbcglobal.net]
Sent: Tuesday, November 17, 2009 10:42 PM
To: HSR Comments
Subject: High Speed Rail - Proposed Route

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife.

Please undertake a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Thank you for your consideration.

Sincerely,
Karen Coleman
5568 Renaissance Ave. #2
San Diego, CA 92122



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla ☐ October 14 – San Diego ☒ October 15 – Escondido

Name (please print): Michael Collins City: Escondido State: CA Zip: 92025

Organization/Business: Michael Collins E-mail: mdcpost@msn.com

Address: 944 E 7th Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My father, and many are retired from the railroad, this
project is needed and would provide essential travel for
many within our state. Embrace our future, it is time
for these types of momentous projects to occur.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1		forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E	four 9:16
		11:7,8,25 15:6	E 2:9,11 3:3	four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p> <hr/> <p style="text-align: center;">Q</p> <hr/> <p> quality 8:23 </p> <hr/> <p style="text-align: center;">R</p> <hr/> <p> rail 4:1,4,8,9,12,25 5:1 6:14 8:3 12:4 14:21,23 15:5 16:3,18,22 17:8 railroad 3:23 5:9 9:14 Rancho 2:12 rapid 5:8 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p> <hr/> <p style="text-align: center;">S</p> <hr/> <p> Sacramento 9:17 San 9:17 11:4,25 14:9 15:10 16:5,6 Santa 2:12 4:24 saying 12:17 17:4 schools 6:23,23 7:20 15:12,22 SCOPING 1:6 2:1 scoria 3:10,20 screen 8:18 Seattle 11:15 Seavey 2:20 9:22 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
---	---	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

Kris Livingston

From: Russ Craig [russc@pacbell.net]
Sent: Tuesday, November 03, 2009 7:57 AM
To: HSR Comments
Subject: LA-SDHST Section via the Inland Empire

Why not run the train straight down I-15 and tie into Rodriguez airport instead of spending a huge amount of money tunneling under the University City area and ruining Rose Canyon which is one of the few remaining peaceful open space areas in San Diego?

Qualcomm feeds into San Diego Trolley and into the airport and downtown while the current plan may just turn into "Big Dig-West".

Have no understanding why the only options offered were run it through the canyon or run it through the canyon. Those aren't real alternatives.

Russ Craig
University City area resident

Kris Livingston

From: Russ Craig [russc@pacbell.net]
Sent: Wednesday, October 28, 2009 10:40 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

I'm writing to you regarding the Los Angeles to San Diego routing of the Inland Empire Section of the proposed California High-Speed Train System (HTS). It's my understanding that the CA HSR Authority is gathering public comments before deciding on which routes will receive in-depth study in your Environmental Impact Report/Statement (EIR/EIS).

I am the President of the Valencia Homeowner's Association. Valencia is a community of 146 upscale homes bordering Rose Canyon that would be severely negatively impacted by High Speed Rail passing through Rose Canyon as would the entire surrounding La Jolla Colony area encompassing thousands of residents.

I support high-speed rail transportation. I am against any routing through Rose Canyon. The CA HSR Authority must understand that Rose Canyon is a peaceful nature preserve within a residential setting. It accommodates a few trains per day; however, the area does not have the infrastructure, road access etc, to handle more development. The Rose Canyon open space holds irreplaceable wildlife habitat; the area should not be turned into a HSR corridor or into a park and ride for the HSR.

I do not understand why the CA HSR Authority is not planning to include the I-15 to Qualcomm Stadium route in their EIR/EIS. I understand that a previous program level EIR conducted in 2005 has shown this route to be faster, less costly, and to have less noise impact on surrounding neighborhoods when compared to other options. This route does not impact Rose Canyon and feeds into the San Diego Trolley system and an area ripe for redevelopment.

I suggest the CA HSR Authority to revisit the decision regarding the I-15 to Qualcomm Stadium route and to include this route in the EIR/EIS. I again state my opposition to the routing of the HSR through Rose Canyon. In addition to my comments above, the noise and vibration impacts of approximately 134 trains per day, as specified in a previous EIR, with trains running every 4-5 minutes during peak hours (6-9 am and 4-7 pm) would be devastating to homeowners, University City High School students and users of Rose Canyon.

Rose Canyon is one of the few remaining peaceful areas within San Diego that must be protected, preserved and nurtured now and for future generations. Please protect this treasure and study alternative routing for the HSR, specifically the I-15 to Qualcomm Stadium route.

Russ Craig

President, Valencia Homeowner's Association

Kris Livingston

From: Kimberly Croft [kcroft@san.rr.com]
Sent: Thursday, November 12, 2009 3:18 PM
To: HSR Comments
Subject: LA-SD HST HST

Why I strongly oppose the high speed train LA-SD.

#1. A recent multi-million dollar transit center was put in near us, for bus transportation and carpool passengers. Each day I drive by and see less than 25 cars in the lot, and about 2 people on the bus. San Diegan's and Californians' do not like public transportation. Mainly because once you are dropped off at a central point, you still have to get to an office or other location that means more transits.

#2 If you look at where most of the people work or do business in L.A. and especially San Diego, many if not most are NOT downtown. They are in areas that do not provide great public transportation. (we've tried).

#3 We already have express buses that go down the 15 to downtown from North County, they are practically empty.

#4 This would cause a lot of disruption to homeowners, and devalue even greater, their home values, and possibly displace families.

#5 What you need is wider freeways, and give the trucks their own lane!

thank you

Mrs. Kimberly Croft
San Diego, CA

Kris Livingston

From: Robert Crovetto [bobcro@pacbell.net]
Sent: Friday, November 20, 2009 10:12 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

While a High Speed Train is long over due and could greatly benefit the general population, improve traffic on freeways and reduce air pollution, the LA-SD section is ill conceived and flawed in its route planning.

Connecting populated metropolitan areas through the Inland Empire leaves the Coastal Section, where most of the population, preferred destinations and congestion occur unaffected. The Inland route from L.A. to the Ontario Airport is a good idea but should then continue to Las Vegas. The continuation to Murrietta, Escondido and San Diego will do little to reduce traffic on the I-15 freeway. Train travel time to L.A. of 1-1/2 hours can usually be accomplished by automobile. The most sensible route would be to continue the Anaheim section to Camp Pendleton/Carlsbad, Del Mar Fairgrounds/Racetrack, Lindbergh Field and downtown San Diego along the I-5/Amtrak corridor which would benefit more people and reduce more traffic and pollution.

Also the Inland Route, if you look at a Topographic Map or drive on the freeway, has many large grade changes in elevation. This route would be much more costly to construct a railway through than a shorter, flatter route along the coast and benefit far fewer people.

After experiencing the I-15 expansion, I found the Cal-Trans EIR to be greatly flawed with its projection of minimal increased noise and pollution estimates which have greatly exceeded what they claimed. Your claims of reduced air and auto travel, improved air quality, reduced accidents, creation of 42,250 jobs and a profit in the first year is hard to believe.

With no benefit to local commuters, loss of property values and business, noise and visual blight and the increased expense of an Inland Route, verses a Coastal Route, I hope you will reconsider your plans.

Kris Livingston

From: adriana cuenca [adricuen@yahoo.com]
Sent: Saturday, November 07, 2009 9:59 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I am writing to you, hoping you consider our comments, to oppose to the High Speed Rail through Rose Canyon. We live in La Jolla Colony area, we own a house and are worried about the economic and enviromental impact this train is going to cause.

I personally think the train is a great idea and we need it but we are asking to consider alternate routes for the project.

Adrian Cuenca and family

¡Obtén la mejor experiencia en la web!
Descarga gratis el nuevo Internet Explorer 8
<http://downloads.yahoo.com/ieak8/?l=e1>

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN
CSR No. 12959
For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Christopher Davis [ckdavis73@hotmail.com]
Sent: Monday, November 16, 2009 10:24 PM
To: HSR Comments
Subject: LA-SD HST

To Whom it May Concern,

Thank you for the opportunity to comment on the proposed high speed rail in California. I am proud that we are implementing this in our state and plan to use it once developed. I strongly urge you to consider an alternative to Rose Canyon when locating the train's course. As a neighbor of Rose Canyon in northern San Diego, I cherish this area as a small natural refuge from the urban environment all around us. There are fewer and fewer places like this in cities such as ours. Once a natural place is developed, it rarely ever goes back.

I sincerely hope that you consider the I 15 corridor or an alternative route that would be less disruptive to a natural area such as Rose Canyon. In keeping with a broad theme of environmental concern, of which a high speed rail is a part, I trust that you will make the right decision and keep the high speed rail out of Rose Canyon.

Sincerely,

Chris Davis
4660 Huggins St
San Diego, CA

Windows 7: I wanted simpler, now it's simpler. I'm a rock star.

Kris Livingston

From: Cheryl de Grasse [Cheryl.DeGrasse@impactmgmt.com]
Sent: Tuesday, November 10, 2009 7:03 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: OPPOSITION to high speed Rail through Rose Canyon ! ! !

Hello,

Well, I looked around for quite a while and asked for directions to "Forum Hall" but no one in UTC seemed to know its location or has even heard of it. At any rate, I just wanted to say that I was appalled to hear about the destructive path planned by the high speed rail group to carve a route through pristine Rose Canyon.

I believe a full study of the I-15 to Qualcomm Stadium route would ABSOLUTELY be in order. An alternative route to the currently proposed destructive path through the canyon is really an absolute necessity, since the effects of the type of Urbanization/destruction of what SHOULD be protected land is disturbing.

I currently do use the trolley with some frequency, but would have to advise all I know to avoid using it in future if it became apparent that destruction of public lands were condoned by HSR group. In closing I would respectfully request that HSR group carefully reconsider this line of action and opt for the less destructive I-15 Qualcomm route going forward.

Kind regards,
Christopher de Grasse

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4593 (20091110)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Kris Livingston

From: Serge Decorte [sdecorte@san.rr.com]
Sent: Tuesday, November 17, 2009 2:58 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I wanted to let you know that I strongly oppose the project of a High Speed Rail line through Rose Canyon.

I have been enjoying walking the Rose Canyon for years and that nearby open space is irreplaceable. As a bird watcher it is a sanctuary and pleasure to enjoy the little piece of nature that we have left in a busy city.

The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Thank you for considering my input.

Serge Decorte
UC resident for 18 years.
2765, Soderblom Av. SD CA 92122

Kris Livingston

From: Jan Devens [jandevens@hotmail.com]
Sent: Monday, November 16, 2009 5:31 AM
To: HSR Comments
Subject: LA-SDHSTSectionviatheInlandEmpire

The method of transportation in Southern California for the great majority of people is the automobile. It would be "nice" if people took public transportation, but very few do & very few ever will. Not enough people will use the High Speed Train system to make it worth while to build. Our state & country are bankrupt. What could possibly be the rationalization of spending a tremendous amount of money for a High Speed Train System that very few people will use? We should be spending this money on health care or in getting the deficit down. What is it going to take for Americans & politicians to realize that our entire country will have an economic collapse if we continue to spend on frivolous projects that add to our ballooning deficit. It is so sad for our children & grandchildren--there won't be any money left for them for Medi-Care if some one doesn't get the deficit under control.

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

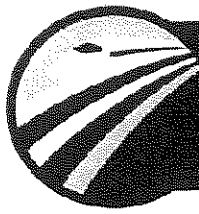
Kris Livingston

From: Maria A Diaz [psotor@consultoresfiscalesca.com]
Sent: Thursday, November 12, 2009 11:38 AM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: Oppose High-Speed Rail Through Rose Canyon

Importance: High

I Oppose High Speed Rail through Rose Canyon, because Huge noise and visual impacts; increased traffic, big parking garages. Demand a full study of the I-15 to Qualcomm Stadium route, because they do a full study of this alternative in the upcoming EIR (they are planning to drop it from consideration).

María A. Díaz
4020 Porte de Palmas
San Diego, CA.
e-mail psotor@consultoresfiscalesca.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Bob Diehl City: Del Mar State: _____ Zip: _____

Organization/Business _____ E-mail: _____

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The inland empire routing is a mistake
The routing should to LAX or Union station
from San Diego.

There will be no usage from inland empire.
Total waste of money.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Toni Doyle [tonidoyle@yahoo.com]
Sent: Wednesday, November 04, 2009 1:34 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: Please! Don't ruin our community!

Please do NOT approve high-speed rail in Rose Canyon, which would send 134 trains through this lovely canyon, which is basically in my back yard.

Please DO a full study on the Qualquam option. Thank you! T. Doyle, San Diego

Kris Livingston

From: Joseph Drew [joseph_drew@yahoo.com]
Sent: Wednesday, November 18, 2009 12:37 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com; JerrySanders@sanDiego.gov; SherriLightner@SanDiego.gov;
benhueso@sanDiego.gov; toddgloria@sanDiego.gov; carldemaio@sanDiego.gov;
kevinfalconer@sanDiego.gov; donnafrye@SanDiego.gov
Subject: High Speed Rail Corridor in San Diego

To whom it may concern:

I am very concerned about a movement to change in the alignment of HSR corridor in San Diego. This line is a critical part of the growth of the urban fabric of San Diego. To move the station to the Qualcomm Stadium parking lot makes little sense. HSR must touch all heavily urban corridors including Downtown San Diego and University Town Center. I strongly oppose any change in the alignment that does not touch these critical employment and residential centers. I believe the evidence of successful rail projects throughout the world will clearly show the importance of locating stations in dense urban areas and not in parking lots with limited transportation links.

Thank you.

Joseph Drew
645 Front St #1507
San Diego, CA 92101

Kris Livingston

From: riles1215@aol.com
Sent: Sunday, October 04, 2009 9:08 PM
To: HSR Comments
Subject: Station Names

I am wondering why for the Murrietta stop on the high speed rail line isn't called the Murrieta /Temecula stop. People know more about Temecula then they do Murrieta. Temecula is a huge tourist destination for wine seekers. We are Southern California's wine country. Also we have Pechanga Resort and Casino that is the biggest casino in the state of California. I would really like to see the station be called the Murrieta/Temecula line because more people would use it to come down in that area and it would boost more tourism. Please consider.

Sincerely Riley Drexel

Kris Livingston

From: Faye Duggan [fduggan@earthlink.net]
Sent: Tuesday, November 17, 2009 5:16 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I oppose the proposed high speed rail through Rose Canyon for the following reasons:

There has not been a full study of the alternate route along the I-15 corridor to Qualcomm Stadium, which studies show would attract more intercity riders as it will provide better access to residents of East County and South Bay.

The Rose Canyon Open Space is a favorite for family outings, hikers, bird watchers, and joggers from all over the county. Destroying the beauty of this rare urban open space park sends the wrong message - we must lead by example to protect our environment. This space is irreplaceable.

Habitat for many species of plants and wildlife will be destroyed by high speed rail through Rose Canyon.

The University City Planning Group voted unanimously to oppose high speed rail through Rose Canyon.

If the route from Mira Mesa along the I-15 corridor provides the shortest travel time through the region and is cheaper to build....why has this option been dropped from CHSRA?

C. Faye Duggan, University City resident
5861 Haber St.
San Diego, CA 92122

Kris Livingston

From: Ezra Van Everbroeck [ezra@ling.ucsd.edu]
Sent: Friday, November 20, 2009 11:03 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire - Ms. Dupree
Attachments: Train.Comments.Dupree2.pdf

Sending on behalf of a resident in our complex, Ms. Dupree, who does not have email access.

Best regards,

Ezra Van Everbroeck

President
Playmor Terrace

Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): MARILYN DUPREE City: SAN DIEGO State: CA Zip: 92122
Organization/Business: RESIDENT - UCPG E-mail: _____
Address: 8092 CAMINO TRANQUILLO

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I have attended 4 presentations since Sept. 09. Each time something new is disclosed. The latest is the tunneling from UTC under homes to Rose Canyon. Some homes could be bought and the remaining homes terribly devalued. University City would become a 'shanty town' as with other railroad communities - as also happened in Japan. Trains coming every 10 min. would cause extreme vibrations - weakening our foundations and unbearable noise. The cost of this diversion from I-15 would at least triple. Also, no one has mentioned that this new route follows 2 of San Diego's prominent earthquake faults - Rose Canyon and San Andreas (crossing I-15). This is an absurd solution - return to original plan of going down I-15 corridor to Qualcomm where there is parking. The trolley, services more people/areas, is non-invasive to established communities, and would service hotels/businesses. If downtown and/or Lindbergh (which makes little sense as it's the end of the line airport - SFO airport isn't even a stop) were not used, Qualcomm to I-8 & Tunnel to Lindbergh & I-8. I-8 is preferred I-8 to I-15 to downtown. USE I-15 not University City - Rose Canyon & I-15.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido
Name (please print): Marty Eberhardt City: San Diego State: CA Zip: 92122
Organization/Business _____ E-mail: martyeberhardt@earthlink.net
Address: 5761 Carnegie St.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

1 - I would like to see the 1-15 option explored all the way to 1-8 - and then to the airport. It is best to use existing freeway corridors, rather than an open space park (Rose Canyon)!

2 - There is no way to get from the SD airport to LAX, except by renting a car one way. There are numerous international flights that should be accessible to San Diegans. We need the light rail to go between the two airports.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: egnatia [uluniu@gmail.com]
Sent: Sunday, November 15, 2009 6:39 AM
To: HSR Comments

High Speed Rail? Who are you kidding? I have been hearing about new airports and high speed rail for forty years now! Just keep building freeways!

It is a shock to Americans to see how so many countries have progressed in infrastructure and neighbourhood redevelopment while we are so far behind. Freeways and high speed rail and underground networks are completed in a couple of years in Greece for example. The same goes for China and Spain and Turkey. These countries don't have property taxes nor high income taxes or even municipal bond funding.

The question is how can they do it and we cannot?

Forty years hearing about a high speed rail system. This is a very corrupt country! Please don't waste your time and please stop fooling the citizens of California. I have accepted the drive to LAX from San Diego for my air travel needs. I have been hearing of an airport relocation in San Diego since 1956! Please don't bother.

Thank you

Sent from my iPod

Kris Livingston

From: Sibyl Eickner [sibylantom@sbcglobal.net]
Sent: Saturday, November 07, 2009 3:05 PM
To: HSR Comments
Cc: russc@pacbell.net
Subject: LA-SD HST Section via Inland Empire

To Whom it May Concern:

I am opposed to the High Speed Rail being built through the environmentally sensitive Rose Canyon Park. As a resident of the Valencia homes bordering the park, I will be subjected to a train passing through every 3-4 minutes per day. That is not to mention the huge noise and visual impacts caused by increased traffic, parking garages and the unknown effects of massive tunnels.

I am strongly urging you to do a full study of the I-15 to Qualcomm Stadium route which will have more riders and will be faster and cheaper. It will also have less noise impact and will avoid the sensitive environmental site of Rose Canyon Park.

Sincerely,

Mr. & Mrs. Thomas Eickner
4265 Caminito Terviso
San Diego, CA 92122

Kris Livingston

From: John Ellis [ellis.john.r@sbcglobal.net]
Sent: Sunday, November 15, 2009 2:50 PM
To: HSR Comments
Subject: 'LA-SD HST Section via the Inland Empire'

Dan Leavitt, Deputy Director

We are writing to protest the High Speed train from LA-SD along the Inland corridor.

The state has just spent Millions for the useless HOV lanes, as they would have been more cost effective and commuter friendly, if they were designed like Orange County express lanes. How will the trains maneuver around all the overpass foundations?

But foremost, we already have two systems from LA-SD and they are not cost sustaining. This will just be another tax for citizens of California.

Please do not buy into this boon-doggle!

Regards,

Bonni & John Ellis
San Diego, CA
858-451-3157

Kris Livingston

From: Lisa England [LisaE@ucontainer.com]
Sent: Wednesday, November 18, 2009 1:08 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

I attended the "scoping" meeting in Escondido, California, regarding this "bullet train" project running right near our house and ranch.

We are opposed to the project being built near the I-15 and Old 395 and Rainbow/Bonsall areas of San Diego County. The area is rural and should remain that way. Not only would the construction costs be astronomical (with all the hills/etc.) but the noise and disruption that the project would cause is not wanted, especially in this area. The beauty and function of the area is directly related to the open spaces set aside for various plant and animal wildlife, and also agricultural businesses. The bullet train would have a huge negative impact on all of these and would have zero benefit to the residents of this area. We don't want it anywhere near here.

Sincerely,
Lisa England
Bonsall, California

Kris Livingston

From: Jim England [JimE@ucontainer.com]
Sent: Friday, November 20, 2009 4:53 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

We attended the meeting for the bullet train project.

This will be a waste of money and very dangerous do to the hills and valleys please do not approve this project.

Sincerely,

Jim England

Bonsall, California 92026

Kris Livingston

From: Mike Esco [mike.esco@sbcglobal.net]
Sent: Tuesday, November 17, 2009 11:51 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To whom it may concern,

A bullet train up the I-15 corridor is one of the silliest ideas I have heard out a state government that now seems to specialize in silly ideas. It would be a complete boondoggle that would have a substantial negative impact on many nice communities.

Point one – I have yet to hear or read about any passenger rail system in the US that is anything close to cost effective. Initial costs are extremely high, operating costs are high, and ridership always falls way below the advertised projections (and I got a pretty good chuckle over the BS projections for this project in the paper). Freeways and regular rail mix passenger and freight traffic to provide a positive benefit to all of us. Narrow transit systems benefit a very few at a high cost to the rest of us.

Point two – there will be nothing really high speed about it. Given the population dispersion in the state, it would be necessary for there to be many stops along the way, which will slow the trip. If the stops are restricted, then most users will have that much further to travel by car, in heavier traffic, to reach a train station. I can get almost anywhere in LA in 1-1/2 to 2-1/2 hours from my San Diego home in my car, and I bet it would take longer door-to-door using your bullet train.

Point three – there is little room to fit a train alongside I-15. In many places along I-15, the communities have grown up right against the freeway. In other places the highway goes through fairly narrow (yet quite scenic) passes through the hills. So a railway would mean leveling homes and businesses, and ugly cuts through the hillsides. It would mean further disruption of traffic on and around the freeway, which would be especially appalling after the fortune spent on, and the substantial inconvenience caused by, the addition of carpool lanes to I-15.

Point four – trains are loud and disruptive. I often read about people complaining about the noise of the existing trains up the coast, but these are people who moved to where the trains already were. The people who moved along the I-15 did so without the expectation of a high-speed railway going by their homes.

If you want to get intermediate- and long-distance travelers out of their cars, why not spend a fraction of the money that would be thrown away on a bullet train on improving the existing rail service. Provide better bus service around the stations so that people do not need to use cars at both ends. Here's a radical idea - how about connection the existing Southern California and Central California rail lines so that someone could travel from SD or LA to the bay area without having a long bus ride in the middle.

Mike Esco,

San Diego

Kris Livingston

From: Johannes Falk [hanno.falk@gmx.net]
Sent: Sunday, November 08, 2009 3:39 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Dear Sirs,

though I am living in Germany, I am spending several month a year in San Diego very close to the Rose Canyon.

I am walking the dog in the canyon almost every day. I love the Rose Canyon, it is an important but vulnerable piece of nature.

I am taking photos and am carefully watching the upland and wetland mitigation area near the fortunately still missing Regents Bridge every time I stay here.

Building more railroads especially a HST would ruin this paradise for ever and for sure. I strictly recommend a full study of all possible alternatives - especially the I-15 to Qualcomm Stadium route.

Sincerely yours

Hanno Falk
Flensburg/Germany
c/o Caminito Zaballa, San Diego, CA, 92122

Kris Livingston

From: Kevin Farnam [kevinfarnam@mac.com]
Sent: Thursday, October 08, 2009 7:44 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To Whom It May Concern:

Please do not build high speed rail down Rose Canyon as it will cause destruction to this environment.

Please consider doing a full study of building a high speed rail straight down I-15 to Qualcomm Stadium.

Sincerely,

Kevin Farnam, M.D.
8564 Villa La Jolla Drive, Apt 271
La Jolla, CA 92037

Kris Livingston

From: Ricki Fay [ricki@buildingconstructionpro.com]
Sent: Wednesday, November 18, 2009 1:14 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To: 'comments@hsr.ca.gov'
Subject: LA-SD HST Section via the Inland Empire

To whom it may concern,

I do NOT support a bullet train up the I-15 corridor.

It is a waste of money. It is not cost effective and the ridership is not and will never be per your projections.

This is not a carpool friendly county. People just don't work and live close together and businesses are not at the end of the mass transit stops. If used, to get to the destination, one would have to be commuting at least 3-4 hours a day since they will have to connect with bus lines at the terminal end.

The Sprinter? (Bullet train) from Oceanside to Escondido carries predominantly illegals(who get free tuition to college), doesn't stop at any major business or shopping areas, and cost millions. It's the best example of why not to add another one up the I-15 Corridor.

If government is to cut into 15.....they should WIDEN THE FREEWAYS for the ones who HAVE A JOB, WORK ETHIC, and STRUGGLE ON A PARKING-LOT-OF-A-FREEWAY COMING AND GOING EVERYDAY and extend and give more HOV lanes.

R. Fay
San Diego

Kris Livingston

From: Jennifer [jrio@san.rr.com]
Sent: Thursday, November 19, 2009 3:57 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I oppose a High Speed Rail line through Rose Canyon. **History has shown how these kinds of invasions into preserved areas irrevocably harm them.** Rose Canyon Open Space Park is irreplaceable. *My daughter and I will hike in Rose Canyon with her school on Monday.*

The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of **alternative routes** that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Thanks for your consideration,

Jennifer Felix

San Diego (Mira Mesa), CA 92126

Kris Livingston

From: jim field [jimfieldrealestate@gmail.com]
Sent: Monday, October 19, 2009 6:36 PM
To: HSR Comments
Subject: LA-SD HST SECTION VIA INLAND EMPIRE: I OPPOSE ROSE CANYON OPTION, AND
SUPPORT I-15 OPTION TO QUALCOMM

--

Best Regards,

Jim Field
Century 21 Award
1-858-531-3113
jimfieldrealestate@gmail.com
Top 1% in U.S. Sales For 17 Years.

Efax 1-858-605-4210

Kris Livingston

From: Margaret [mfillius@san.rr.com]
Sent: Thursday, November 19, 2009 4:32 PM
To: HSR Comments
Subject: LA-SD HST Section

I strongly urge you to:

1. NOT run high speed rail through ANY part of Rose Canyon because
 - a) Much of the canyon is an Open Space Park
 - b) North University City is a dense urban node with little open space and Rose Canyon serves as an area people can go to escape the confines of that density.
 - c) The canyon is used as an educational site for many of the children from local schools. With the recent attention being given to "Nature Deficit" in children their introduction to nature there is an essential part of their educational experience. Adults likewise benefit greatly from their contact with nature.
 - d) Although this is an urban area the Rose Canyon is frequented by many native animals including coyote, bobcat, racoon, gray fox. I was lucky enough to see a bobcat in Rose Canyon just a couple of days ago.
 - e) Rose Canyon is used by joggers and bicyclists from afield as well as local. Many come to love the area and return again and again to enjoy its amenities.
 - e) Having more rail tracks and frequent trains in the area would make the above uses impossible or close to impossible.
2. Delete UTC as a station.

It makes absolutely no sense to have a stop so close to the terminal of the rail - isn't this supposed to be HIGH SPEED between terminals?
3. Make the I-15 corridor the preferred route for the rail, with Qualcomm as the main terminal, but with continuation to the border.
 - a) Qualcomm makes much more sense as the terminal than the airport area. Such a small percentage of people using the rail would be heading to the airport (they would have flown to San Diego instead of taking the rail!).
 - b) This is a central area that can serve East San Diego County as well as north, south and downtown San Diego.
 - c) There is already too much congestion downtown and in the airport area.

Signed:
Margaret Fillius
6737 Welmer Street
San Diego, CA 92122

Kris Livingston

From: Jim Fischer [jifischer@san.rr.com]
Sent: Friday, November 20, 2009 4:20 PM
To: HSR Comments
Subject: LA-SD HST

I would like to offer the following comments/questions regarding the High Speed rail:

- Is there a way to share the local portion of the line with local transit without significantly impacting the time goals for the high speed line?
- If the line can't be shared, there should be another stop in either Rancho Bernardo or Carmel Mountain to support local transit.
- Some of the European systems have a combination of local trains and express service on the same route, can that be done?
- What is the frequency of service between the key cities on the route?

Jim Fischer
Poway, CA

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				

Kris Livingston

From: Jeff Flowers [jflowers@flowersgroup.com]
Sent: Tuesday, November 17, 2009 10:27 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Hello,

Every great city has its parks and open spaces that planners and visionaries had the foresight to preserve as they were developing the communities. Imagine New York City without Central Park!

Although San Diego has a serious deficiency in parks and open spaces, at least there are some that have largely escaped development. Rose Canyon Open Space Park is one of the few.

The value to the community and residents of this natural preserve is hard to put into writing but it is a treasure that **MUST be protected.**

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife.

There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Thank you,

Jeff Flowers
The Flowers Group
6244 Ferris Square
San Diego, CA 92121

858-558-6890 x107
858-558-6902 FX

www.FlowersGroup.com
www.WildatWork.com

Kris Livingston

From: Jeff Flowers [jflowers@flowersgroup.com]
Sent: Tuesday, November 17, 2009 10:27 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Hello,

Every great city has its parks and open spaces that planners and visionaries had the foresight to preserve as they were developing the communities. Imagine New York City without Central Park!

Although San Diego has a serious deficiency in parks and open spaces, at least there are some that have largely escaped development. Rose Canyon Open Space Park is one of the few.

The value to the community and residents of this natural preserve is hard to put into writing but it is a treasure that MUST be protected.

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife.

There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Thank you,

Jeff Flowers
The Flowers Group
6244 Ferris Square
San Diego, CA 92121

858-558-6890 x107
858-558-6902 FX

www.FlowersGroup.com
www.WildatWork.com

Kris Livingston

From: Ron Floyd [radfloyd@yahoo.com]
Sent: Wednesday, November 18, 2009 9:32 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Gentlemen:

This is to support the full study of having the high speed train continue running down the I-15 corridor to the Qualcomm stadium area. This would be safer and faster (i.e., straight run, no 90 degree turns and bends), and would link up with the trolley system, boosting its ridership on the Qualcomm to downtown run. There is space there for parking, the Mission and Fashion Valley motels are close by (as are the malls which have much to gain), and, if necessary, the line could be extended further south, or could make only two bends, and follow the existing I-8 to I-5 or the existing trolley right of ways to downtown. It would avoid environmental and social problems associated with alternative routes. Economically, I believe it would save taxpayer money over the alternatives, which is no small thing these days.

Another alternative to study would be extending the trolley line up I-15 from Qualcomm to either Kearny Mesa or Mira Mesa for meeting with the terminus of the HST there. This would have the advantage for San Diegans of the extension of the trolley into places wherein many people reside or work, while still providing a reasonably timed trolley ride to Mission Valley or Downtown for transferring passengers from the HST. This would also be safer and less costly overall.

Ronald Floyd

Kris Livingston

From: jackforman@sbcglobal.net
Sent: Wednesday, October 07, 2009 4:42 PM
To: HSR Comments
Subject: Los Angeles-San Diego HST Section via Inland Empire

Importance: High

I am writing you to express my **strong opposition** to the plan to develop High-Speed Rail in Rose Canyon. I am not opposed to high speed rail if it is placed in areas that don't negatively impact people's quality of life and the animal and plant wildlife in natural preserves. But the plan to develop HST in Rose Canyon is deeply flawed because the infrastructure and equipment of the rail system will devastate the natural life in the canyon -- and even worse it will cause havoc to the lives of residents living in neighborhoods adjacent to the canyon.

Instead, I suggest that the HSR Authority undertake a FULL STUDY of an alternate proposal to build the rail through I-15.

Jack Forman
4165 Porte de Palmas
#195
San Diego, CA 92122
jackforman@sbcglobal.net
858-349-1765

Kris Livingston

From: SL Forsburg [slforsburg@gmail.com]
Sent: Monday, November 23, 2009 10:39 AM
To: HSR Comments
Subject: Rose Canyon/San Diego

To the HSR Authority:

As a taxpayer and homeowner in University City (La Jolla Colony) I am opposed to the construction of HSR through Rose Canyon and through University City.

1. Protection of Rose Canyon and UC Quality of Life The UC community is already "maxed out" in development. Frequent HSR trains would have significant and negative impact on our community with noise and vibration, new hill cuts, unsightly overhead lines, and security fences that would destroy a major part of our community's value. The "tunnel option" under University Towne Centre is a poorly-defined unknown that adds expense and safety concerns (Rose Canyon is an earthquake fault).

Rose Canyon is a rare and critical environmental site that would be destroyed by additional rail lines. It is protected parkland, and part of a Multiple Species Conservation Plan. Important habitat would be marred by fences and construction. There is also concern about fire danger from sparks. The canyon is adjacent to our local highschool and children from all neighborhood schools use it as an educational resource. Parks are like a city's lungs. To pave this over and run frequent rail, when there are better, cheaper, less damaging options, is unjustifiable.

2. Economic and logistics of the I-15 Route The I-15 corridor route has lower costs and much lower environmental impact. Additionally, it connects to an additional transit hub that serves much more of the county including eastern and southern communities, served better by freeways and other roads as well. It retains the option of extension down to Rodriguez Airport. Your own business plan projects higher long-distance ridership with a Qualcomm terminus.

3. The problems with Lindbergh Field.
The coastal route is not a logical choice. Lindbergh Field is already difficult to reach with severe traffic impacts for air travel. Your own plan shows no benefit of linking to this airport. People flying in and out of San Diego are not going to transfer to a train to San Francisco! The connection with downtown San Diego and the tourist district of the Gaslamp is no better from Lindbergh than from Qualcomm. It's clear that developer-proponents of "Project Lindbergh" want to access HSR money for their project. That's good for them but not for you.

We are not opposed to HSR. But we consider it essential that the project be built smart, in the economic and environmental interests of ALL San Diegans and ALL Californians.

Susan L Forsburg
slforsburg@gmail.com
7235 Caminito Panjtoja
San Diego CA 92122

Kris Livingston

From: SL Forsburg [slforsburg@gmail.com]
Sent: Saturday, November 21, 2009 9:22 PM
To: HSR Comments
Subject: San Diego corridor

As a resident and taxpayer in San Diego, I exhort you to examine the Qualcomm/I15 corridor option for the San Diego terminus.

The current plan to route HSR through Rose Canyon to Lindbergh Field does not serve the citizens of San Diego. While SANDAG may want your development dollars, air travellers to our city are not going to transfer to HSR to San Francisco! Rather, you are cutting off a huge number of San Diego residents in central and east county who would have much better access with the Mission Valley route.

Moreover, sending HSR down the sensitive Rose Canyon corridor would seriously damage this precious parkland and wild life refuge. Trains could not travel at speed and would have significant negative environmental impact.

If HSR is to happen and serve ALL Californians, it is incumbent upon the HSR authority to BUILD IT SMART. no HSR in Rose canyon, and serve the majority of citizens, not the SANDAG developers.

--Susan L Forsburg

Kris Livingston

From: Mays, Jesse [JMays@san Diego.gov]
Sent: Thursday, November 19, 2009 5:18 PM
To: HSR Comments
Cc: Gregory Parks
Subject: LA-SD HST Section via the Inland Empire
Attachments: Fortier Comment Form.pdf

Please find comment form from Jana Fortier, attached as a PDF.

Jesse Mays

Council Representative

Office of Councilmember Sherri S. Lightner

First District, City of San Diego

202 C Street, MS 10A

San Diego, CA 92101

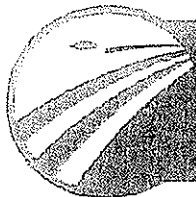
jmays@san Diego.gov

P: (619) 236-7294

F: (619) 236-6999

www.san Diego.gov/cd1

Disclosure: This email is public information. Correspondence to and from this email address is recorded and may be viewed by third parties and the public upon request.



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla

☐ October 14 - San Diego

☐ October 15 - Escondido

✓ Nov 10 - UTC

Name (please print):

Jana Fortier

City: San Diego State: CA Zip: 92122

Organization/Business

-

E-mail:

jfortier@ucsd.edu

Address:

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Univ. City is one of the 100 communities of San Diego. These are walkable communities. A high speed rail is not commensurate with the goal of creating walkable city communities. The proposed route may benefit a small percentage of people, but it is not feasible or beneficial to most people.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: J Right [jeannie_foulkrod@sbcglobal.net]
Sent: Friday, November 13, 2009 10:29 AM
To: HSR Comments
Subject: LA-SD HST Section

I am a Rancho Bernardo home owner and am deeply opposed to the rail unless all public employees are forced to ride on it so it is not subsidized by taxpayers and it is completely quiet and looks great in the landscape. Since I am sure this will have cost overages and every passenger will be subsidized, and it will look awful, I AM AGAINST this project.

I did not vote for this and I'm sure that only a fraction of the people who did vote for it will use, you have to wonder how responsible their vote was. In San Diego we have the Coaster and the Sprinter. That is enough. Build more roads and maintain the ones that exist.

Sincerely,
Jeannie Foulkrod
San Diego, CA

Kris Livingston

From: Chris and Amy Frank [amychrisfrank@hotmail.com]
Sent: Wednesday, October 14, 2009 9:05 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland empire

I support a full study of the I-15 to Qualcomm route as I do not favor any more train traffic thru Rose Canyon. Trains kick up dust and hinders good air quality, not to mention stress caused by additional noise.

Sincerely,
Lauretta W. Cipra

**3991 Caminito Cassis
San Diego, CA 92122 USA**

**home: 858-453-0761
amy cell: 858-361-7976**

Find out how here [Get Hotmail on your iPhone](#)

Kris Livingston

From: Mike and Gina French [mgfrench@att.net]
Sent: Tuesday, November 17, 2009 5:09 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Please do not place high speed rail through Rose Canyon or any other open space preserve or park. It makes much more sense to sight the project along interstate highways where there is already traffic and noise. Why not study the I-15 Corridor to Qualcomm Stadium. Parking already exists as does a trolley station here.

Please reconsider where high speed rail belongs.

Thank you,

Michael French
3rd Grade Teacher
Spreckels Bilingual Magnet

Kris Livingston

From: Mike Frey [osteowest@me.com]
Sent: Monday, October 12, 2009 8:05 AM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section Via Inland Empire

To Whom it May Concern,

We can not attend the open house on Nov 20 so I wanted to send my comments through e-mail.
We are UTC residents and strongly oppose a high speed through rose canyon.

Thank you,

Mike and Diane Frey



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Bob Frederick City: _____ State: _____ Zip: _____

Organization/Business _____ E-mail: raf280@yahoo.com

Address: Chula Vista, CA 91914

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This is initially a great idea. My fear is:

1. It will be far too expensive

2. Politics & lobbyists will gut the positive aspects of the idea.

3. It will take 25-30 yrs to complete in a state that already cannot manage its budget.

4. Do we have sufficient population density to support?

I would prefer the mag-lev option, but that does not appear to be on the table.

I hope you can overcome the obstacles. You will also need to re-educate people, to train versus fly. Most people will simply continue to fly.

RAF

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print):

Collette Ingraham

City:

SD

State:

CA

Zip:

92122

Organization/Business

Resident, Community

E-mail:

clingraham@yahoo.com

Address:

7954 Camino Trancudo

SD

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I'm very concerned about the impact of tunnels near the Rose Canyon Fault Line.

Please study the environmental impact to Rose Canyon and the entire U.C. community.

What about the dangers of running under the Miramar base?

How will tunnel affect homeowners?

Please do not have train go through University City and Rose Canyon.

Why not use I 15 corridor?

Please don't disrupt the UC High School with frequent trains?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Gaddi, Robert C. [ROBERT.C.GADDI@saic.com]
Sent: Monday, October 26, 2009 11:47 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Sir:

This email is a follow-up to a letter written on October 16, 2009, to Director Morshed of the California High Speed Rail Authority, and is quoted here:

"I'm writing to you regarding the Los Angeles to San Diego routing of the Inland Empire Section of the proposed California High-Speed Train System (HTS). It's my understanding that the CA HSR Authority is gathering public comments before deciding on which routes will receive in-depth study in your Environmental Impact Report/Statement (EIR/EIS).

Plainly stated, I'm a proponent of high-speed rail transportation. I am, however, against any routing through Rose Canyon.

The CA HSR Authority must understand that Rose Canyon is a peaceful nature preserve within a residential setting. It accommodates a few trains per day; however, the area does not have the infrastructure, road access etc, to handle more development. The Rose Canyon open space holds irreplaceable wildlife habitat; the area should not be turned into a HSR corridor or into a park and ride for the HSR.

I'm dismayed that the CA HSR Authority is not planning to include the I-15 to Qualcomm Stadium route in their EIR/EIS. I understand that a previous program level EIR conducted in 2005 has shown this route to be faster, less costly, and to have less noise impact on surrounding neighborhoods when compared to other options. This route does not impact Rose Canyon.

Director Morshed, I ask you and the CA HSR Authority to revisit the decision regarding the I-15 to Qualcomm Stadium route and to include this route in the EIR/EIS.

Very respectfully,"

Robert C. Gaddi

Lieutenant Colonel, US Army (Retired)

I again state my opposition to the routing of the HSR through Rose Canyon. In addition to my comments above, the noise and vibration impacts of approximately 134 trains per day, as specified in a previous EIR, with trains running every 4-5 minutes during peak hours (6-9 am and 4-7 pm) would be devastating to homeowners, University City High School students and users of Rose Canyon.

Rose Canyon is a jewel, a natural oasis within San Diego that must be protected, preserved and nurtured now and for future generations. Please protect this treasure and study alternative routing for the HSR, specifically the I-15 to Qualcomm Stadium route.

I'd appreciate a timely response to this communication.

Very respectfully,

Robert C. Gaddi

Lieutenant Colonel, US Army (Retired)

858.826.4313 office

858.752.1409 cell

This email has been copied to:

Senator Barbara Boxer

Sebator Dianne Feinstein

Congresswoman Susan Davis

CA Senator Christine Kehoe

CA Assemblyman Nathan Fletcher

San Diego Councilmember Sherri S. Lightner

NOTICE: This communication may contain privileged or other confidential information. If you are not the intended recipient, or believe that you have received this communication in error, please do not print, copy, retransmit, disseminate, or otherwise use the information. Also, please indicate to the sender that you have received this email in error, and delete the copy you received. Thank you.

Kris Livingston

From: M G [mggsixty@yahoo.com]
Sent: Monday, October 12, 2009 8:50 AM
To: HSR Comments
Subject: University city station

As a former and future resident of University City, I am very excited about the prospect of high speed rail in UC. I would also like to know however, how you plan to deal with the increased traffic in and out of the station. Will there be money allocated for local traffic alleviation via light rail or shuttle buses? Will you be working with UCSD for more mass transit between the two locations?

I am sorry I cannot attend the meeting at the JCC on October 13 but I would like to stay informed about the project and its progress/timeline projections.

Marilyn Gallegos

p.s.I am a member of Friends of Rose Canyon and support HSR but want to make sure it doesn't overburden the community traffic-wise.



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla

☐ October 14 – San Diego

☒ October 15 – Escondido

Name (please print):

ED GALLO

City: ESCONDIDO State: CA Zip: 92026

Organization/Business

Keller Williams

E-mail:

edgallo@cox.net

Address:

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

THIS WILL BE CRUCIAL ^{WITH} THE ARRIVAL OF THE
SP. CHALLENGES TO ESCONDIDO. VERY MUCH AWAITED
RAIL FOR CALIFORNIA.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Bill Geckeler [bgeckeler@gmail.com]
Sent: Thursday, November 19, 2009 3:20 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

November 19, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
ATTN: HST Project EIR/EIS

Dear Mister Leavitt,

I urge the California High-Speed Rail Authority to:

1. Study a continuation of the High-Speed Rail ("HST") Los Angeles – San Diego route along the Interstate-15 corridor from Mira Mesa to the Qualcomm Stadium site ("Qualcomm").
2. Remove from the task list of the Environmental Impact Report any study of a station at University City or any study of a route through Rose Canyon.

These positions are consistent with one or more recommendations from the San Diego Association of Governments (SANDAG), San Diego Councilwomen Sherri Lightner and Donna Frye, San Diego City Council President Ben Hueso, State Senator Christine Kehoe (D-San Diego), and Chula Vista Councilman Steve Castaneda.

It appears the initial option of the I-15 route was initially dismissed because it does not end up in downtown San Diego or link up with Lindbergh Field, despite the fact that the I-15 route to Qualcomm has been estimated as less expensive to build and as attracting higher ridership. Qualcomm is located directly on the San Diego MTS light-rail ("San Diego Trolley") line with easy connection to Lindbergh Field (Washington Street stop) and Downtown San Diego (including stops at the Seaport Village, the Gaslamp Quarter, the Convention Center, and the Downtown transit center). In addition, Qualcomm already has more than adequate parking to accommodate the estimated needs of the HST ridership. Qualcomm is generally recognized as an outdated stadium. A new baseball stadium (Petco Park) already has been built, and considerable impetus for a new football stadium exists. Finally, Qualcomm is ideally located -- directly on the I-15 and intersecting I-8 freeways as well as within a few miles of the I-805 freeway. Additionally, a study to continue the route from Qualcomm, along the I-15/I-805 corridor to Rodriguez International Airport (just across the U.S.-Mexican border) has been recommended.

In contrast, locating a station in University City, at the Westfield University Town Center ("UTC"), would require tunneling under miles of residential neighborhoods. In addition to the substantial additional cost, the environmental challenges are numerous and material. Further, UTC currently has approximately roughly 1800 of the estimated 3000 parking spaces required by HST ridership alone. Those 1800 spaces are substantially filled by shopping-mall traffic. Finally, access to UTC is by already-congested surface streets that are one or more miles from the nearest freeways.

Also, in contrast, a route through Rose Canyon runs for miles contiguous with Rose Canyon Open Space Park ("Park") appears unjustifiable, especially when a feasible alternative exists. A Rose Canyon route would mean miles of high fence and perhaps walls, high overhead lines, and the frequent noise of passing trains, all contiguous with

the Park. The Park's unique status has been recognized by both the City of San Diego ("City") and State of California. The City applied to, and received from, the State of California Habitat Conservation Fund a competitive grant to further upgrade and protect the Park's riparian areas. In that application, the City agreed to manage Rose Canyon according to the California Wildlife Protection Act of 1990.

Sincerely,

William Geckeler, M.D., Ph.D
bgeckeler@gmail.com

Kris Livingston

From: Ellen Gerhard [ellen@glenellen.net]
Sent: Saturday, October 31, 2009 10:44 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To Whom It May Concern:

I attended the October 13--La Jolla scoping process meeting for the California high-speed train system. Although I am not at all opposed to a HST, I do have the following comments:

I am very concerned about the impact the High Speed Train will have on the wild life corridor of Rose Canyon.

The area is the Rose Canyon Open Space Park, which contains many interacting habitats unique to Southern California. It has a very rare riparian habitat which is host to many creatures, such as raptors (hawks and owls), songbirds, foxes and coyotes, mule deer, raccoons, skunks, and rattlesnakes. It also is an area of coastal sage scrub and chaparral as well as oak woodland. With the shrinking wild life habitats throughout San Diego, this particular canyon becomes even more crucial in preserving the wild life heritage of the region.

As I understand, there would be a 12 foot + high security fence surrounding the HST track, and the track would run parallel to the existing train track. This is unacceptable, considering that it would impede the movements of wild life as well as place an unsightly barrier in a pristine canyon corridor.

Instead, please consider the I-15 corridor for the HST.

Ellen Gerhard
7891 Avenida Kirjah
La Jolla, CA 92037

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Mort Golden [mgolden@san.rr.com]
Sent: Monday, November 09, 2009 2:32 PM
To: HSR Comments
Subject: LA-SD-HST Section via Inland Empire

We are writing to express our opposition to the proposal to place High Speed Rail through Rose Canyon in San Diego.

We urge that there be a full study of the I-15 to Qualcomm Stadium route before any vote is taken on the Rose Canyon proposal.

We understand that current plans route the train down I-15 from Escondido then turn into Rose Canyon off Miramar Road on the north side of the existing tracks all the way to downtown. There also may be a concept for a 180' deep tunnel under UTC and University City homes and businesses that would come out in Rose Canyon near Regents Road and run along the tracks to downtown.

These proposals have been made even though your own studies say that a straight route down I-15 to Qualcomm Stadium will have more riders, is faster and cheaper and have less noise impact and will avoid the sensitive environmental site of Rose Canyon Park.

It is apparent that the proposed High Speed Rail will devastate Rose Canyon Park and University City neighborhoods. We understand that there will be 134 trains per day running every 4 or 5 minutes, two new tracks with overhead wires supported by many large poles, a large security fence and big retaining wall blocking the canyon. All of this will create a huge noise and visual impact along with increased traffic and parking structures.

Rose Canyon is an irreplaceable open space park that should not be burdened with additional trains, tracks and other equipment and buildings.

We live adjacent to Rose Canyon and we will be directly affected by the additional traffic, additional noise and the development of the Canyon. The peaceful serene nature of the undeveloped environment of Rose Canyon cannot be duplicated in the San Diego area and certainly will be destroyed by the proposal to bring High Speed Rail traffic to the area.

We are not opposed to High Speed Rail however we are opposed to the Rose Canyon route.

Since the previous program level EIR in 2005 showed that the Qualcomm route has many advantages over the Rose Canyon route we urge that no action be taken until that route is thoroughly reviewed.

Sincerely

Evelyn L. Golden
Morton J. Golden
4045 Caminito Cassis
San Diego, CA 92122

Kris Livingston

From: rodgergoldman@juno.com
Sent: Tuesday, November 10, 2009 8:19 PM
To: HSR Comments
Subject: high speed rail

I think the residential community of University City, San Diego, is near unanimous in opposing construction through Rose Canyon, judging from the public forum held tonight. I will not repeat the arguments, only plead that you resist those who would profit financially from passing through the UTC mall and instead follow the existing major traffic corridor, i.e. 15. Sincerely, Rodger Goldman



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 — La Jolla

☐ October 14 — San Diego

☐ October 15 — Escondido

Name (please print): Paul Goldstein City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: psgoldstein@ucsd.edu

Address: 3104 Bunche Av

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I have favored High Speed Rail for many years and believe this is a worthy project. However I must insist that this project as presented will destroy a significant wildlife, recreational and open space resource, damage urban communities and adversely impact quality of life in San Diego county. Rose Canyon Preserve and its surroundings are used daily by thousands of San Diegans for recreation and exercise. It is home to hundreds of species of native plants and animals and one of the most important flyway locations in Southern California. Surrounding communities of UTC and University City are well adapted to the presence of conventional rail at present usage. H.S Rail is an utterly different proposition due to security, electrification, and speed concerns and of course, noise, as well as density issues if the UTC station is considered. Please seek alternatives to the Rose Canyon Right of way. High speed rail is unacceptable in this location.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Marilyn J. Goldstein
4646 Saloma Ave.
Sherman Oaks, CA 91403

November 18, 2009

Dear Mr. Leavitt,

Please do not put the "High Speed Rail" in Rose Canyon.

It is a very beautiful nature preserve. My granddaughter and many other school children go there to appreciate all the lovely joys of nature. Another train running through that area would destroy the plants and wildlife. There are so few unspoiled areas left to explore.

Please heed the huge public outcry.

Sincerely,

Marilyn J. Goldstein
A Concerned Grandmother

Kris Livingston

From: mgoldstein@aol.com
Sent: Wednesday, November 18, 2009 8:15 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a noisy disruptive train through Rose Canyon There are better routes

Michael Goldstein
4938 Densmore
Encino CA 91436
Sent from my Verizon Wireless BlackBerry

Kris Livingston

From: William G. Griswold [wgg@cs.ucsd.edu]
Sent: Thursday, November 05, 2009 9:06 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

I'm writing concerning the high-speed rail proposals for San Diego.

I'm in favor of high-speed rail. Given the anticipated high utilization of the high-speed rail lines, I think it's imperative that these lines be placed alongside existing high utilization corridors, such as I-15. I understand that one possibility is to put the HS rail through Rose Canyon, and I strongly oppose this. I frequent this lovely canyon with my two children, and the park would be devastated by the ruckus of 100+ trains per day, chain link fences, and retaining walls. Rose Canyon is a natural park, such development would restore this urban gem. If you have not visited it yourself, I suggest you do, and experience its wonders.

I urge you to do a full study of the I-15 corridor as a train route. I think you'll find higher utilization and lower impact on quality of life to San Diegans.

Regards,

William Griswold
University City Resident

Kris Livingston

From: Julia Groebner [jgroebner@gmail.com]
Sent: Wednesday, November 18, 2009 3:33 PM
To: HSR Comments
Subject: Comments Regarding the LA-SD High Speed Rail Section

To whom it may concern:

We adamantly oppose High Speed Rail through Rose Canyon !

A full study of alternative routes, including the I-15 to Qualcomm Stadium route, must be provided as part of the environmental review of this project.

Rose Canyon is a precious regional resource which must be protected. Placing the high speed rail line through Rose Canyon will result in significant, unmitigable impacts to wildlife movement and corridors, the MSCP, water quality, and local ambient noise levels. California Gnatcatchers and other federally-listed Threatened & Endangered species will also be adversely affected in a significant, unmitigable manner by edge effects extending far beyond the limits of the HSR corridor.

Furthermore, the noise generated by the high speed trains will significantly impact the bedroom community of University City, disrupting the work, study, and relaxation time of UC residents. Our house faces the train tracks, and we already hear the Amtrak going by several times a day. To amplify the amount and noise of the train traffic using this corridor would significantly degrade the environment of our home. The noise from high speed rail would especially impact students at University City High School, which is situated immediately above the existing train tracks and the corridor proposed for high speed rail.

Please do all that you can to ensure that a complete study of alternative routes is included in the EIR for the proposed high speed rail project. We believe this study would show that alternative routes, such as the I-15 to Qualcomm Stadium route, are vastly preferable to the one proposed through Rose Canyon.

Sincerely,
The Groebner Family
University City

Kris Livingston

From: cxreco@aol.com
Sent: Thursday, November 19, 2009 8:38 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Sandra W. Groebner
6595 Edmonton Ave
San Diego, CA 92122

I have lived in San Diego for 30 years and have witnessed the encroachment of growth on open space and the progressive decline in wild life in our canyons. Ten years ago we had fox, great-horned owl and coyote in our spur of Rose Canyon. We no longer see these animals. Further development of the canyon will decrease the biological diversity even more. This type of loss is unacceptable. The noise impact and shift from the nature of Rose Canyon to the train corridor would be detrimental to the quality of life in this primarily residential area of San Diego

In that same 30 years the growth of the city has been primarily along the I15 corridor both north and south. Common sense would dictate the rail would follow that growth. Further study of the I15 route should be part of any future plans.

Sincerely,

Sandra W. Groebner

Kris Livingston

From: Pei Gu [pei_gu@yahoo.com]
Sent: Tuesday, November 17, 2009 8:39 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Sincerely,

Pei Gu

6050 Scripps St, San Diego, CA 92122

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Haas, John [jhaas@tuvam.com]
Sent: Monday, November 16, 2009 7:12 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To the California HSR Authority,

Subject: Route for the LA-SD HST Section

My understanding is that the HSR Authority is currently in the process of choosing the route alternatives that will be studied in depth in the upcoming EIR. Of specific interest to me is Regional Segment #3 (Mira Mesa to San Diego). The preliminary studies show that the route that stays on I-15 to Qualcomm Stadium has many benefits:

- Higher ridership
- Faster
- Less Expensive
- Less Noise Impact
- Avoids sensitive environmental sites such as Rose Canyon

And yet this alternative may not even be considered for in depth review! Why waste taxpayer funds doing studies if the preliminary best option from both an economic and environmental basis does not even get considered in the next round? If this route does not get considered in the next round, the decision-makers are either "legally insane" or "insanely arrogant".

John Haas
Cell 858-232-4237
jhaas@tuvam.com

Kris Livingston

From: Nina Hale [nhale@san.rr.com]
Sent: Tuesday, November 17, 2009 6:21 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

HSR California:

LA to San Diego High Speed Transit
We oppose High speed Rail through Rose Canyon.

We are against putting a high speed rail through Rose Canyon, which is a nature park setting, and should be preserved in its natural state for San Diegans. It is a natural canyon park with wonderful wild animal life and plant life to observe in their habitats following trails to enjoy our natural environment.

Friends of Rose Canyon provides guided walks to observe the animal wild life and plants native to San Diego.

Preserve the beauty of this area for the people in San Diego & the County.

We have too few of natural areas set aside for the residents of San Diego & surrounding communities. There have been huge amounts of over-building & over developing the northern part of the Golden Triangle. The area bordered by I-805, La Jolla Village Drive, Nobel Drive, and Regents Road is a prime example of the traffic jams this causes on I-805 & La Jolla Village Drive.

Land areas North of San Diego on I-15 have been built & make access on I-15 more congested than on I-5, thereby producing an even greater need to have more natural open areas for parks for the people who live in the area, & the more congested areas that would benefit from High Speed Rail.

I-15 is a very large source of commuters & traffic from the N, or the S, proceeding to & from all of the San Diego metro area. This commuting route in San Diego could well use a High Speed Transit System.

I-15 continues to have more accidents than the I-5 corridor in the area of the proposed route through Rose Canyon, destroying it with physical & visual pollutants.

Therefore I-15 should be studied & to accurately determine which site is the best location for high speed rail.

Our elected officials for this area oppose the proposal to run HST through Rose Canyon: John Lee Evans, San Diego Unified School Board Member representing University City; Councilmember Sherri Lightner's press release; & University Community Planning Group (UCPG).

SANDAG Executive Committee received 147 emails from people asking them to recommend to the HSR Authority a full study of the I-15 to Qualcomm Stadium alternative route, without including this recommendation.

We are asking you to listen to the concerns of the residents of this area. Our city of San Diego, our local communities, and the surrounding areas will benefit from the best location for the site to be proposed for High Speed Rail.

Thank you for hearing our views and insight as observing & participating residents of this area, and the city of San Diego.

*Sincerely,
Nina Hale
5372 Bragg St., San Diego, CA 92122
36 year Resident of San Diego*

Kris Livingston

From: Lou Harris [lrharris1@earthlink.net]
Sent: Friday, November 13, 2009 10:00 AM
To: HSR Comments
Subject: High speed rail comments

We have lived in Rancho bernardo (San Diego) for 24 years. We have always felt mass transportation up the Interstate 15 corridor was a natural. We were disappointed that the SD trolley goes along the coast, goes east, but not up North County Inland.

We travel to Riverside often to see our grandkids. We would certainly take a high speed train if it was available. I could see such a high speed train (operating like the coaster with a couple of stops) connecting Downtown san diego, with Temeculah, Murrietta, Riverside, San Bernadino, and maybe even las vegas.

We also travel the the san Francisco bay area twice per year, and would love to see a high speed train connecting san diego-LA-to San Francisco.

regards,
Louis Harris
17445 montero rd
San diego,ca 92128

Kris Livingston

From: Susan Harrison [crownofbeauty@att.net]
Sent: Tuesday, November 03, 2009 12:35 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High Speed Rail Line

I am a University City resident of 35 years and have enjoyed, with my children, the untouched wild Rose and San Clemente canyons. We are even now taking groups through the canyons to view the wildlife.

I do not want a high speed transport line ruining one of the few remaining wild canyons in San Diego. Rose Canyon is a people-friendly canyon, away from traffic noise except for the occasional train, and many of us walk and enjoy the seasons in our neighborhood canyon.

It is likely that there would be a benefit from running a line from the north to the Stadium directly down Freeway 15, which could be an improvement for people living north of San Diego since it would lessen traffic on the freeway and ease parking in the city. I cannot understand why you are not going to do the necessary studies to follow this plan.

I want the studies done and I am against carving up my neighborhood and blighting our canyon.

With great concern,

Susan M. Harrison

Kris Livingston

From: Leigh Haubach [bbleigh@san.rr.com]
Sent: Monday, October 26, 2009 10:05 AM
To: HSR Comments
Subject: High Speed Rail thru Rose Canyon is a No-Go

Please do not continue to consider the high speed rail thru Rose Canyon.

It is a beautiful open space and it cannot tolerate such a disruption. The existing trains are far and few between and coexist with the natural space fairly well. A frequent high speed train would disturb precious wildlife habitat with noise and vibration, not to mention the construction of it.

High speed rail does not belong in this east-west canyon. It makes more sense to send it down the existing transportation corridor of I-5.

Thank you,

Leigh Haubach
bbleigh@san.rr.com
858-350-9586 h
858-761-3161 m



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Greg Hazelquist City: San Diego State: CA Zip: 92122
Organization/Business: resident/homeowner E-mail: gquist@pacbell.net
Address: 7154 Caminito Quintana

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

As a resident and homeowner in La Jolla Colony, I am **STRONGLY OPPOSED** to any rail alignment through Rose Canyon. Additionally, I am opposed to a hub or transit station in the UTC community (which already has been overbuilt).

Rose Canyon is a local gem which affords tremendous recreational, scenic, & environmental resources. I have enjoyed and shared this resource for years with friends and family. A high speed rail line as currently proposed would destroy this resource.

Please consider alternatives. Rose Canyon should not be an option. I-15 seems a much more sensible solution.

Sincerely,
Greg Hazelquist & family

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Mays, Jesse [JMays@san Diego.gov]
Sent: Thursday, November 19, 2009 5:19 PM
To: HSR Comments
Cc: Gregory Parks
Subject: LA-SD HST Section via the Inland Empire
Attachments: Heikoff Comment Form.pdf

Please find comment form from Lisa Heikoff, attached as a PDF.

Jesse Mays

Council Representative

Office of Councilmember Sherri S. Lightner

First District, City of San Diego

202 C Street, MS 10A

San Diego, CA 92101

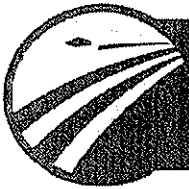
jmays@san Diego.gov

P: (619) 236-7294

F: (619) 236-6999

www.san Diego.gov/cd1

Disclosure: This email is public information. Correspondence to and from this email address is recorded and may be viewed by third parties and the public upon request.



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Lisa Heikoff + City: San Diego State: CA Zip: 92122
Organization/Business: David Katzer E-mail: heikoff@aol.com
Address: 3240 Wilbur St SD CA 92122

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I have lived in South University City for 21 years. My husband + I raised our 3 children here, enjoying Rose Canyon Open Space Park in many different ways over the years, from family hikes and bike outings to Girl Scout hikes and backpack trainings, to native plant restoration projects. Our youngest daughter participated in watershed studies while taking AP Environmental Science at UC High School. While the kids have grown, I now walk in the canyon every week. A high speed train in Rose Canyon would rob our community of a critical green belt for recreation and wildlife preservation. This is a rare resource in a highly developed urban area. We strongly urge consideration of the HST corridor to Qualcomm Stadium as the preferred route for high speed rail in SD.

Lisa Heikoff 11/10/09

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Shanelle Hanohano
Sent: Wednesday, November 18, 2009 1:39 PM
To: HSR Comments
Subject: Rec'd 11/15/09 @ 8:05pm

Contact: Joe & Virginia Heimer

Company:

Phone :

Email : jvheimer@sbcglobal.net

Comment: We oppose the High Speed Rail Train going thru Rancho Bernardo for many reasons. There is no room for the track on either side of #15. How would it maneuver the overpasses? The cost is prohibitive & ends up being many times the estimate. Not many people will be using it. Service is being cut on existing public transp.

Shanelle Hanohano

California High Speed Rail Authority

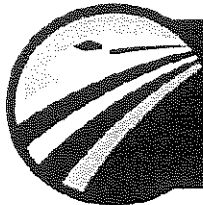
925 L Street, Suite 1425

Sacramento, CA 95814

916.324.0265 (direct)

916.322.0827 (fax)





Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Jim & Sue Heleniak City: San Diego State: _____ Zip: 92122

Organization/Business _____ E-mail: _____

Address: P.O. Box 221130 SD 92192

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

- ① Eliminate the Rose Canyon route; it violates the EIR because of the disastrous impacts: ① on the existing Rose Canyon natural preserve ② on the residential houses lining both sides of the canyon ③ potential detrimental impact on the known Rose Canyon earthquake fault if you do 150' deep tunnels

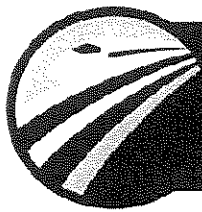
We prefer the "northern" alternative through Camel Canyon, a predominately industrial area parallel to Miramar Road.

At the Elvira Curve on the existing Amtrak route, do not tunnel at that location. Bring the proposed route west before connecting to the south route.

We feel much more planning needs to go into a project of this magnitude!! You need to spend the customary 11% on planning, not the proposed 8%.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Sue Helenich City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: _____

Address: 5429 Curie Way

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Opposed to the Rose Canyon Route:
1. Environmental issues - it is a Natural Preserve
2. Earthquake fault - known and documented
3. Quiet residential neighborhood

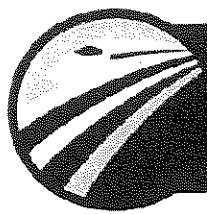
Where will the power for the rail come from? California is already concerned about power shortages. More power plants? Where?

Noise pollution?

Cost - will a trip to San Francisco be affordable? Will it be utilized? Or will people prefer planes.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla

☐ October 14 – San Diego

☐ October 15 – Escondido

Name (please print):

Derren Henderson

City:

S.D.

State:

CA

Zip:

92122

Organization/Business

E-mail:

derren007@yahoo

Address:

7180 Shoreline Drive, S.D., 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My sole concern is the noise/environmental impact in the University City Area. Current plans entail having a train crossing every 10 minutes. This is unacceptable for the residents in University City.

University City is a densely populated community composed primarily of homes, apartments, and condos. With trains running through every 10 minutes, property values would plummet.

The smart option is a deep underground tunnel that would not disturb the community and the Rose Canyon Preserve.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Tanya Henderson City: SD State: CA Zip: 92122

Organization/Business: E-mail: tvakhrushcheva@yahoo.com

Address: 7180 Shoreline Dr #5312

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

My great concern is the environmental & noise
damage to UTC (Rose Canyon)
I believe that you could provide alternative
(underground) route through the UTC
without destroying Rose Canyon &
value of UTC housing market
Please do not destroy our
neighborhood!!!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Charley Herzfeld [cherzfeld@aprilboling.com]
Sent: Friday, November 20, 2009 4:32 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To Whom it May Concern:

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Furthermore, I request that among the issues to be studied, you include full assessments of the noise impacts to all of the communities along Interstate 5 immediately at and south of Rose Canyon. The noise study should indicate peak decibels, not just average noise and should take into account different atmospheric conditions such as wind direction and velocity, air temperature, relative humidity and cloud cover because the noise experienced by residents in these areas, particularly west University City, is greatly affected by these factors. Consideration should also be given to the fact that very few homes in the vicinity have air conditioning and most homes leave windows open for natural ventilation. Such factors related to noise will increase mitigation costs significantly if a Rose Canyon/I-5 route is chosen.

Sincerely,

Charley Herzfeld
5832 Stresemann Street
San Diego CA 92122

858-452-8741



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): RICHARD HIGGINS City: SAN DIEGO State: CA Zip: 92122

Organization/Business _____ E-mail: schiggins2@yahoo.com

Address: 4458 VIA BRILLANTE

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I AM QUITE EXCITED TO SEE THIS PROJECT GO THRU IT WOULD BE
AN ASSET NOT ONLY FOR SAN DIEGO BUT TO CALIFORNIA
I WOULD REALLY LIKE TO SEE A STATION AT UTC BEHIND OUR HOUSE
I WOULD DEFINATLY ENJOY TAKING THE HIGHSPEED RAIL TO LAX AND SFO

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla

☐ October 14 - San Diego

☐ October 15 - Escondido

UTC

Name (please print): SARA HIGGINS

City: SAN DIEGO State: CA Zip: 92122

Organization/Business

E-mail: shiggins2@yahoo.com

Address: 4458 VIA BRILLANTE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

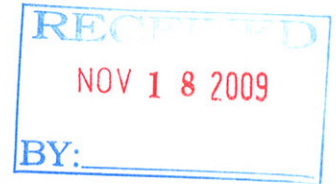
I 100% Support The High Speed Rail
We live right behind UTC @
Vista La Jolla Townhomes. I am the Association
Board President. How can I bring more
information to our community?

I Support the
UTC Station.
Sara Higgins

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

4085 Caminito Cassis
San Diego, CA. 92122



Mr. Dan Leavitt
Deputy Director
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA. 95814

Dear Mr. Leavitt:

November 14, 2009

I attended the October 13th public meeting.

It was my good fortune to tag along with a group of seven people who moved from station to station. At each station the group asked thoughtful and informed questions and received courteous and clear answers.

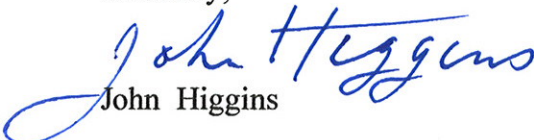
I have lived for ten years adjacent to Rose Canyon. Years ago I read with interest the EIR that supported the significance of the canyon's gift of nature. I have thought about the facts in that report and became aware that the report did not—could not—convey what I have observed and enjoyed what is the essence of The Rose Canyon: every day, from dawn to dusk there are joggers, walkers, bikers, individuals and families enjoying the comfort and beauty of the preserve. I have seen couples sit in camp chairs for hours and watch that plant and animal life—and often the aerial ballet of birds attracted to The Rose Canyon.

What I have recalled from listening to the folks I followed at the Jewish Community Center was that no one mentioned the environmental value of The Rose Canyon even though clearly it would be destroyed if the rail lines were constructed through the canyon. Instead my group would ask, "given the stated purpose of the proposed high speed rail line was The Rose Canyon the only suitable site?" The answer was, no. In fact, there was some discussion as to a site that was preferable.

Accordingly, Mr. Leavitt, my judgment is that in addition to the lose of The Rose Canyon for the enjoyment of citizens being immeasurable, destroying it provides no functional advantage to the rail line not found at other sites. Ergo, why do it?

I am opposed to the high speed rail line being constructed in The Rose Canyon.

Sincerely,


John Higgins



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla

☐ October 14 – San Diego

☐ October 15 – Escondido

Name (please print):

Betty Hill

City:

State:

Zip:

Organization/Business

resident

E-mail:

Address:

6216 Agave St. # 121 S.D. 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I do not see a Qualcomm station as a desirable alternative. Passengers (with luggage) would need to take a trolley to the airport from Qualcomm. This would add time and inconvenience to all passengers. Let's explore a Carrol Canyon tunnel and then a straight high speed rail line directly to Lindberg Field.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: L Neelan [lneelan@gmail.com]
Sent: Wednesday, November 18, 2009 8:19 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Louise Hofheimer
3069 Renault St.
San Diego, CA 92122

Kris Livingston

From: Derek Hofmann [derek.hofmann@gmail.com]
Sent: Sunday, November 15, 2009 11:27 AM
To: HSR Comments
Subject: Attn: Los Angeles to San Diego via the Inland Empire Section EIR/EIS

Mr. Leavitt:

I recently became aware of a new alignment proposed for the Los Angeles to San Diego leg of the High Speed Rail line. The new alignment has the line terminating at Qualcomm Stadium in order to avoid Rose Canyon.

Terminating at the low-density area of Qualcomm Stadium would be inconvenient for city-to-city travelers and therefore detrimental to ridership. In light of possible environmental harm to Rose Canyon, Qualcomm Stadium might be an acceptable location for a station as a replacement for UTC, but the line should still continue on to downtown or Lindbergh Field.

Thanks,
Derek Hofmann
San Diego, CA 92127



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla

☐ October 14 – San Diego

☐ October 15 – Escondido

Name (please print):

LARRY HOGUE

City:

SAN DIEGO

State:

CA

Zip: 92122

Organization/Business

E-mail:

lhogue1@san.rail.com

Address:

3590 STETSON AVE. SAN DIEGO 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

① The route from Miramar to Qualcomm Stadium along the I-15 corridor should be studied fully in the upcoming project EIR/EIS, and should be the preferred alternative. The Program EIR/EIS found this to have the highest ridership, the shortest travel time, and the least cost. It was discarded with too little analysis or justification.

② The rail line should be kept out of Rose Canyon Open Space Park. The Program EIR/EIS failed to identify Rose Canyon as dedicated park land.

③ If the train must run to downtown two additional alternatives to consider:

- tunnel all the way under ^{North} University City to ~~I-5~~ and run the train down the median of the freeway.
- follow the 15 to the 94, then west into downtown, perhaps to the Convention Center.

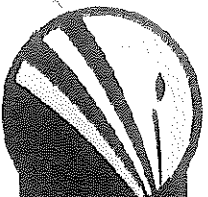
Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Linda Hollingsworth [lhollingsworth.hvh@gmail.com]
Sent: Wednesday, November 11, 2009 10:32 PM
To: HSR Comments
Subject: More analysis needed of high speed train route through San Diego

You must do a full analysis of all possible routes through the CEPA process before you identify University City as the "preferred route."



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla

☐ October 14 - San Diego

☒ October 15 - Escondido

Name (please print):

HYOM, PYO HONG

City: Fallbrook

State: Ca

Zip: 92028

Organization/Business:

Hong's Flooring

E-mail:

Address:

1966 Riceburn Rd, Fallbrook, Ca, 92028

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

1) If you have update information and maps, please send us above address as soon as possible.

2) This project too late than another country if but we have to build it and can do it.

3) We need clean Air,

4) Oil destroy our life.

5) We need this station as soon as possible, thank you

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Kris Livingston

From: Phyllis Huckabee [huckabee@san.rr.com]
Sent: Saturday, November 14, 2009 9:28 PM
To: HSR Comments
Subject: Comments on LA-SD HST Section via Inland Empire

Thank you for the opportunity to comment on the high speed rail route between San Diego and Los Angeles. I attended the community meeting on November 10th and appreciated the information that was provided there. As a resident of La Jolla Colony and an HR executive for a life sciences company based in this area, I understand the struggle between making environmentally sound public policy decisions and driving the economic engine of growth for California.

I am a proponent of high speed rail. I have used in the past, and will continue to use, the Amtrak system for limited travel in the region, and look forward to the time when reliable, high speed rail brings an additional transportation alternative to our state. I have ridden high speed trains in several countries and appreciate the speed and efficiency of these systems. I believe strongly, however, that paving over our open spaces is not the way we achieve economic growth. California needs sustainable development, supported by wise decisions that consider a broad range of impacts beyond the immediate need. In this instance, construction can be achieved using existing right of ways that do not further impinge on the limited natural space that we have, especially, in our cities.

I strongly urge you to fully study alternatives that make use of existing highway rights of way, such as the Interstate 15 corridor, rather than routing the train through Rose Canyon park. Rose Canyon west of Genesee (the area with which I am most familiar) has a wide variety of wildlife and is a sanctuary of sorts for those of us who run, bike, or walk our dogs in the canyon. A few blocks of manicured park is not the same as the beauty of this canyon. Though there is already a rail track running through the canyon, the construction required for the high speed rail system would be devastating to the ecosystem as well as the quality of life of those of us who enjoy the canyon on a regular basis. In addition to avoiding costly and environmentally damaging construction, the I-15 route allows an option to site a station at or near Qualcomm Stadium which would easily connect to already existing public transit options. If the preference is to bring the line to the west, it could follow I-15 to CA-56 and then down Interstate 5 to downtown. Either way, following highway rights of way avoids further encroachment on our limited open space.

Let's build a rail system that supports vibrant communities and a healthy economy, but also a quality environment for us and those who come after us. Thank you!

Phyllis Huckabee
PO Box 22159
San Diego, CA 92192
huckabee@san.rr.com

Kris Livingston

From: Michelle Huffaker [huffakers@att.net]
Sent: Monday, November 02, 2009 9:12 PM
To: HSR Comments
Subject: I support the high speed rail line from San Diego

I also support the station located in University City.

Thank you.
Michelle Huffaker
6524 Calgary Court
San Diego CA 92122

Kris Livingston

From: Kathleen Hughart [kathleenhughart@gmail.com]
Sent: Wednesday, November 18, 2009 4:56 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Re: The High Speed Rail Route

From: Kathleen Hughart
Resident, City of San Diego

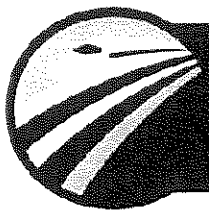
I have hiked through Rose Canyon and learned so much about the natural terrain of canyons in San Diego. I am opposed to disrupting the natural balance of life in Rose Canyon by cutting through it to run a high speed rail through the area. The environmental impact report must reveal how wrong it is to dig trenches where plants and animals live.

Residents in neighborhoods surrounding Rose Canyon will also be disrupted by such noise and construction. School children will lose a most valuable natural resource for field trips where they see now have the opportunity to see and study the trees, flowers, plants and animals that are discussed in their school science classes. Cutting through the Canyon doesn't make sense economically. It will cost much more for a route that involves slowing down for curves and going through neighborhoods where people don't need it.

I favor a route that follows Hwy 15 and goes straight. That is what a high speed train is supposed to do.

Please do not put the High Speed Rail Route through Rose Canyon.

Yours truly,
Kathleen Hughart



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla

☐ October 14 – San Diego

☐ October 15 – Escondido

Name (please print):

Carl Ito

City:

SD

State:

CA

Zip:

92122

Organization/Business

E-mail:

Carl-Ito@juno.com

Address:

5801 Carnegie St

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would like to protect the Rose Canyon Park. It is our (San Diego's) wilderness within a city. Please consider the alternative plan of using the I-15 corridor, which is designed to transport vehicles already, due to the I-15 freeway.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Andrea Ito City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: andrea-ito@juno.com

Address: 5864 Carnegie Street, San Diego CA 92122

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would like to protect Rose Canyon Park,
It is a natural resource, as are all
the canyons in San Diego! I prefer
the HSR use I-15 corridor. Do NOT
destroy Rose Canyon. I-15 is a much
better choice as it corresponds to
Traffic Flow,

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: andrea_ito@juno.com
Sent: Monday, October 12, 2009 9:35 PM
To: HSR Comments
Cc: rosecanyone@san.rr.com
Subject: hsr

Dear Gentleman/woman,

We support the HSR but OPPOSE it going through any canyons.

Help San Diego preserve these natural resources.

The canyon near our home, ROSE CANYON, is one of San Diego's most beautiful canyons. It is a place where local residents go to experience the great outdoors without leaving their neighborhood. Your plan to redirect the HSR through it would destroy it.

Thank you,

Andrea and Carl Ito

Kris Livingston

From: Farokh Jamalyaria [farokhj@gmail.com]
Sent: Wednesday, November 04, 2009 10:33 PM
To: HSR Comments
Subject: I OPPOSE HIGH-SPEED RAIL THROUGH ROSE CANYON

Dear Deputy Director,

I urge your group to do a full study of the I-15 to Qualcomm Stadium route. I am staunchly opposed to building the high-speed rail line through Rose Canyon. I run, birdwatch, and bike through this canyon on an almost daily basis, and I am witness to the amazing variety of fauna and flora that flourish in its ecosystem. I regularly see at least four species of birds of prey, including a family of white-tailed kites. The canyon is a true wilderness. Not too long ago, late in the afternoon, I saw a bobcat--a veritable litmus test of true wilderness--while birdwatching through the canyon. A few days ago, I had the immensely good fortune of seeing an adult golden eagle.

Rose Canyon is a hidden gem of the San Diego park system, and a high-speed rail line would devastate its ecosystem, the surrounding residential neighborhoods (and there are many residences which adjoin this canyon), and the citizens who enjoy the park. I abhor the two rail lines already present in the canyon: the trains that intermittently pass by create noise pollution that reverberates through the canyon and disturbs all life--including mine. I occasionally have to cover my ears while jogging or biking through, because the noise can be intolerable.

A new rail system that would have trains passing through every five minutes would greatly increase the ambient noise pollution, even if the trains are relatively quiet. It would create persistent, omnipresent, inescapable background noise.

It has been repeatedly shown through legitimate scientific studies that noise pollution, even mild noise pollution, increases circulating levels of stress hormones and (perhaps relatedly) the rates of heart disease and myocardial infarction. A recent paper shows that avian communities, including predator-prey relationships, are changed drastically by ambient human noise pollution, with cascading consequences. Another paper shows that ambient noise pollution affects woodland bird communities negatively. There are at least six species of birds of prey (that I have seen or heard) in Rose Canyon, and numerous species of songbirds, jays, and others--in all, at least one hundred species of birds depend on its ecosystem.

Additionally, the physical alteration of the canyon necessary to house the high-speed rail line could have unpredictable effects on the current ecosystem. No analysis is complete, because any analysis abstracts and therefore elides details which could prove important in retrospect. This is unacceptable, because the Rose Canyon ecosystem is priceless (that such a group as "Friends of Rose Canyon" exists is sufficient proof of the immense value, to humans, of this place).

Finally, no estimates of the cost, feasibility, location, and impact on homes and on Rose Canyon, by the proposed rail line, have been provided to the public.

Once again, I strongly urge your group to do a full study of the I-15 to Qualcomm Stadium route. I staunchly oppose building any new rail line(s) through Rose Canyon.

Sincerely,
Farokh Jamalyaria, MD



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Ariane Jansma City: _____ State: _____ Zip: _____
Organization/Business _____ E-mail: _____
Address: _____

- ☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.
Comment (please write clearly):

I am so concerned about high speed rail going through Rose Canyon. I absolutely want the I-15 Qualcomm route thoroughly analyzed.

Make I-15 to Qualcomm the preferred route. It is completely ~~ridiculous~~ ridiculous to think that going through Rose Canyon or tunneling under homes will be a good idea.

Qualcomm will unite most of San Diego - will make access to east county, etc.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Sherry Jansma [s@jansma.us]
Sent: Thursday, November 12, 2009 12:27 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

As a longtime resident of San Diego, I am very concerned about possible plans to build a high-speed train route through Rose Canyon. This beautiful canyon is one of the last vestiges of natural vegetation and wildlife in the University City area. School children study life forms in the canyon; bird watchers conduct tours; people for miles around daily walk, jog, and bicycle along the trails. To destroy Rose Canyon with a high-speed train route would be to destroy the heart and soul of University City.

I urge you to study another possible route along freeways (I-15 to I-163) where existing neighborhoods would not be adversely impacted, where costs would be much lower, and where an earthquake fault line would not undermine the route.

Sincerely,
Sheryl L. Jansma

Kris Livingston

From: Jansma, Ariane [ajansma@ucsd.edu]
Sent: Monday, November 09, 2009 6:31 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To Whom it may Concern,

I am extremely concerned regarding this news to route a high speed train through Rose Canyon Park. This would have a devastating affect on our community. We love this canyon and park. There are very few places like this and we regard this area as a wonderful opportunity for our children and for ourselves. I personally jog through the canyon every other day, we do nature hikes, bird watching, owl watching, we have participated in many canyon activities over the years - right near where this train would go. This would destroy that area. We have a family of hawks we see through there all the time. This is an irreplaceably sanctuary and the current train has very minimal impact. PLEASE keep it that way.

Our community has been through enough. I'm not sure if your organization is aware of the full extent of devastation we have experienced this past year but I personally witnessed the death of my neighbors due to an FA-18 hornet jet crashing into their home. Please do not bring this kind of destruction into a community desperately trying to heal.

If what I understand is true, there is an alternative route down I-15 to Qualcomm stadium. Is there a reason that this route is not being investigated further? It seems to me that this would have far less of an environmental impact. I am a native of San Diego. I love this city. I remember Qualcomm when it was "the Murph" and the idea of a train to LA is a good idea. I just hope and pray there is a way to do it that will not impact this many people in such a negative way. Please tell me there is something we can do. This is America's finest city - I truly hope it stays that way.

I will attend the meeting on Nov. 10th and hope very much to hear good news for our community.

Thank you for listening,
Ariane Jansma-Jones

Kris Livingston

From: Jansma, Ariane [ajansma@ucsd.edu]
Sent: Tuesday, October 06, 2009 6:55 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Good morning.

I just received an email informing me of the idea of a high speed train going through Rose Canyon. I sincerely hope that this will not happen. From what I can see, there is an alternate route down the 15 to Qualcomm Stadium that would keep the transportation along the freeways and highways where it belongs. I am a huge fan of our public transportation system and ride the bus or the train as often as I can. However, my family and I also love Rose Canyon very much. There are few places left like it and we have to preserve it, especially if there are alternatives - then it seems a complete waste to do so much damage. Please do not build a high speed train route through this canyon.

Thank you.
Ariane



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Charleen Johnson City: SD State: Ca Zip: 92122

Organization/Business _____ E-mail: CRJohnson@ucsd.edu

Address: 2520 San Clemente Tr. 92122

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Rose Canyon should be eliminated for environmental & wildlife issues.

What is the impact with noise for residents? I would not want a tunnel under my home.

The idea of high-speed transit is great but not @ the expense of ~~the~~ irritating ones environment & spoiling the beauty & naturalness of it.

There needs to be a huge amount of thought put into this project for all concerned. Which I assume you have the jurisdiction to do. 80% is below 11-15% for planning. If you get it wrong - remember the big idea in Mass. was that planning for contractors. If you don't do it right then you'll have a mess & no one will benefit. No scrapping on design & planning.

How will you get the energy to power train? I'm all for Mass transit if done well & is convenient.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: johnson.keith.robin@att.net
Sent: Saturday, November 14, 2009 11:17 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Dear Mr. Leavitt:

I am totally against the high speed rail along Interstate 15. After years of construction to expand and add carpool lanes to the 15, now you want to start over? Please, save the money, property, noise, money, inconvenience, cost overruns, money. Did mention money? We don't need this train. If there was no 15, maybe. If the 15 was only 3 lanes and there was room, maybe. If the 5 and 99 freeways were backed up from LA to SF and Sacramento, maybe. If we were going to outlaw cars and planes, maybe.

Seriously, I don't see the need for this high-speed rail service to begin with. But along the 15? Definitely, No.

Keith Johnson



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla

☐ October 14 – San Diego

☒ October 15 – Escondido

Name (please print):

Robert A Johnston

City: San Diego

State: CA

Zip: 92128

Organization/Business

E-mail:

rajohnston@san.rv.com

Address:

11740 Calle Vivienda

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The information presented was useful and the staff answered
my questions. I am interested in following the progress
of the project.

Thanks!

Bob J

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				

Kris Livingston

From: David Jones [DJones@gnf.org]
Sent: Tuesday, November 10, 2009 2:30 PM
To: HSR Comments
Cc: 'rosecanyon@san.rr.com'
Subject: LA-SD HST Section via Inland Empire

To Whom it May Concern,

I sending this email to voice my opposition to the High Speed Rail through rose canyon and to demand that you conduct a full study of the I-15 to Qualcomm Stadium route. Let me state for the record that I am a proponent of the High Speed Rail but I am appalled that you would not do an in depth study of the alternative I-15 route for the Environmental Impact Report. How can you make an informed decision without legitimately considering alternative routes? It seems remiss to discuss environmental impact and not compare the effects of alternative routes and without this data the whole process seems a waste of time. I can attest to the wildlife that is found in the canyon and the large number of people that currently enjoy the area (hiking, biking, etc). It is not clear that this area will maintain its unique beauty and wildlife with the requisite equipment and infrastructure for the rail as well as the enormous increase in noise and traffic. One can hypothesize that with all the vehicular traffic already present along the I-15 this route would have less of an environmental impact. Failure to even consider this valid route would suggest that the decision has already been made. What is the plan if the EIR indicates that it would be detrimental to the canyon ecosystem? I suspect that without an alternative report suggesting a superior route it would proceed through the canyon regardless of the consequences. A suspicious person would suggest that some people do not want the EIR for alternate routes since it may require justifying the advantage of maximizing the environmental impact.

Sincerely

David H. Jones, Ph.D.

Genomics Institute of the Novartis Research Foundation
10675 John-Jay-Hopkins Drive, Rm. G125
San Diego, CA 92121-1125

Phone: (858) 812-1717
Fax: (858) 812-1746

Warning: The information contained in this electronic mail message is intended only for the personal and confidential use of the recipient(s) named above. This message may be an attorney-client communication, may be protected by the work product doctrine, and/or may be subject to a protective order. As such, this message is privileged and confidential. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this message in error and that any review, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this message in error, please notify us immediately by telephone or e-mail and destroy any and all copies of this message in your possession (whether hard copies or electronically stored copies).



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☒ October 15 - Escondido

Name (please print): DOUG JOYNER City: ESCONDIDO State: CA Zip: 92025

Organization/Business: PRIVATE CITIZEN E-mail: _____

Address: 900 E 2ND AVE ESCONDIDO CA 92025

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

— FREIGHT RAIL (IN THE EVENINGS) WOULD REDUCE
TRUCK TRAFFIC INTO SAN DIEGO, COULD
REDUCE THE IMPACT THAT OLDER RAILROADS
HAVE ON THE COAST (O'SIDE TO SAN DIEGO)
AND COULD HELP PAY FOR THIS EXTRAVAGANZA.

The
= Warehouses ~~a~~ concentration in ONTARIO/CUCAMONGA
could supply San Diego nightly, and drastically
reduce the smog produced by diesel trucks

— AN ALIGNMENT THAT RUNS THRU RIVERSIDE AND SAN
BERNARDINO WOULD PUT MARCH ARB AND (THE FORMER)
NORTON AIR FORCE BASE ON THE MAP FOR ^{AIR} FREIGHT
AND PASSENGER SERVICE. SAN DIEGO IS GRASPING FOR
SOLUTIONS TO ITS OVERCROWDED AIRPORT; THIS COULD DO IT.
= Riverside; San Bernardino could use the help - this recession is killing 'em.
= San Diego's harbor would get a boost from an additional
sea-to-land freight distribution system

— LOOK FOR WAYS TO GENERATE \$ FROM THIS PROJECT!
THE MORE OF THEM YOU IDENTIFY, THE MORE VIABLE YOUR PROJECT IS!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Jennifer Kahn City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: jennyrcks4u@yahoo.com

Address: 7120 Shoreline Dr. #214

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am a resident that lives directly on, and over-looks Rose Canyon. I am an RN that works night shift and I sleep during the day. I am very concerned about the high-speed train going right by my house. For one, the noise alone is very concerning. The reason I love where I live is because it's quiet. Yes, there are a couple of trains an hour that go by but it is infrequent. Also the wires & retaining wall will completely take away from my beautiful view and the main reason I bought my condo! And last, a huge concern I have is the decrease in value my place will see and the near impossible chance I would have to selling my place in the future. My condo is approx. 2 feet from the edge of the canyon; and I'm worried that vibrations might cause a shift in my property. I am also concerned about sparks causing fires.

I am not against high speed rail or the improvement of mass transit. I beg of you to research other possible routes; perhaps the Qualcomm option. I currently love where I live. Please make that possible for many years to come.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Carol Kaplan [ckappy@pacbell.net]
Sent: Thursday, November 19, 2009 9:11 AM
To: HSR Comments; Harry
Subject: LA-SD HST Section via Inland Empire

To the California High Speed Rail Authority:

We have enjoyed living near Rose Canyon in the Valencia development of La Jolla Colony since 1987. Rose Canyon offers a unique ecological area of natural beauty and open space for all to enjoy. Not only would the proposed UTC route for the high speed railroad utterly destroy the ecology and beauty of our area, it would also trash our beautiful neighborhood, what with 134 trains per day, two new tracks, overhead wires and chain-link fencing which would make Rose Canyon totally inaccessible. Our home and all of our neighbor's homes would be subject to eminent domain, since they would become uninhabitable if the high speed train were to be routed through Rose Canyon.

We are writing to urge a full study of the I-15 to Qualcomm Stadium Route, which would have more riders, would be faster and cheaper, have less noise impact and would not destroy the sensitive environmental area of Rose Canyon Park.

Sincerely,
Harry and Carol Kaplan
4145 Caminito Terviso
San Diego, CA 92122

P.S. We would appreciate being added to your mailing list so we can receive newsletters, information mailings and meeting notices.

Kris Livingston

From: William [bikarb@cox.net]
Sent: Thursday, November 12, 2009 9:43 AM
To: HSR Comments
Subject: High speed rail

I think a high speed rail service is a bad idea! This would be a very expensive venture and ridership would not begin to pay for it. Why is it so hard to grasp the idea that Californians like their autos and if they want to travel to distant cities they will fly? Spend the money on monorails or light rails for local commutes. Instead of an HOV lane, many citizens suggested rail in the center of I 15 but now we have spent millions and these lanes aren't being used but very little for HOV travel. Please understand that with economics as they are statewide we must contain spending. Robbing Peter to pay Paul has never worked. Somebody needs to wake up the legislature to the fact that resources are becoming very limited and that major projects such as these are asinine and ill conceived.

William Karbosky
Poway CA

TERM LIMITS FOR U.S. CONGRESS
DON'T VOTE FOR CAREER POLITICIANS

Kris Livingston

From: Roy Katzen [roysk@msn.com]
Sent: Monday, November 09, 2009 2:10 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Dear Mr. Leavitt;

I own property and reside in the Crown Point/Pacific Beach area of San Diego; in close proximity to Rose Creek and the wetland area of Mission Bay. I have been a volunteer involved in restoration projects in these locales.

I understand that there are various options being considered for locating the proposed hi-speed rail project. While I am very much in favor of this project; I am concerned regarding the possible routing of these trains through environmentally sensitive areas such as Rose Canyon, Rose Creek, Carroll Canyon and San Clemente Canyon. I would like to see analysis of options that include utilizing existing corridors such as the I-15 freeway. It seems that locating the tracks close to an existing corridor would not only be less disruptive to sensitive environments; but likely be more cost effective.

I appreciate your attention to my concerns.

Roy Katzen

Roy Katzen, MS, CRC; Vocational Rehabilitation Counselor
(858) 270-0495; (858) 270-1224 (FAX)
mailing address: P.O. Box 9956; San Diego, CA 92169
street address: 4475 Mission Blvd., Suite 205; San Diego, CA 92109

Kris Livingston

From: karin kenyon [kkenyon@san.rr.com]
Sent: Monday, October 19, 2009 6:36 PM
To: HSR Comments
Cc: karin.kenyon@navy.mil; Lisa Pieropan; 'Beverley Ransom'; 'Karilyn Ballard'; 'Paul Parks'; 'Joan Azar'; ROSECANYON@SAN.RR.COM; 'Genesee Highlands'
Subject: LA-SD HST Section via Inland Empire

PLEASE SAVE ROSE CANYON!

Please do not consider Rose Canyon as one of the routes for the High Speed Rail. Rose Canyon is one of the last pieces of un-spoiled Mother Nature that we have left in our area. So many people love and worship Rose Canyon. In fact, our community has even been able to put off the construction of a major road that was planned to cross our precious canyon [Regents Road.]

Please conduct a FULL STUDY of the I-15 to Qualcomm route. Previous studies indicate that this route has many advantages; it's faster, cheaper, imposes less noise pollution, and does not damage the wildlife in the Park.

Thank you for you time,
Karin Kenyon
4130 Camino Ticino
San Diego, CA 92122
858.558.4614

Kris Livingston

From: Ted Kersh [tedkersh@gmail.com]
Sent: Thursday, November 12, 2009 5:26 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

About time. I have lived in San Diego since 1982 and in Rancho Bernardo/Poway since 1986. It remained a mystery to me that when I-15 was completed in the early eighties that a rail line was not included then.

This is 2009. This is California. This is San Diego (America's Finest City). Wake up. Wake up and build it now why has it taken so long for anyone in local government to see beyond today.

BUILD IT NOW STOP TALKING.

Ted Kersh

Kris Livingston

From: Timothy King [timothyking21@gmail.com]
Sent: Wednesday, November 18, 2009 12:49 PM
To: HSR Comments
Subject: San Diego Alignment

Recent comments by two members of the San Diego City Council has asked the CAHSR to move the alignment into San Diego through Mission Valley, specifically Qualcomm Stadium. That area would not function well for our city. The area is mostly suburban, with a trolley line running every 15 minutes. The downtown location, at Santa Fe Depot, is much more suitable. It is already a long-standing center for all forms of transit in the city, including the trolley, Amtrak, multiple bus routes, and the airport and cruise ship terminal not much further away.

Thank you for your time.

Tim King

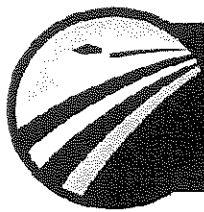
Kris Livingston

From: Laura Kligman [lklig@earthlink.net]
Sent: Monday, October 12, 2009 12:30 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

I am writing to voice my opposition to the proposed new high speed rail tracks in Rose Canyon. Such a rail system will destroy this valuable area of our county. Not only will wildlife and the unique flora and fauna of this canyon be virtually eradicated if these lines are put in, but the citizens of San Diego County would lose access to this unique open space for hiking, walking, jogging, biking, etc.

Please do a more in-depth study of the I-15 to Qualcomm Route. There would be more ridership on such a line as the population is more dense in that area. In addition, there would be much less environmental impact.

Thank you,
Laura Kligman



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): MARIETTE KOBRAC City: _____ State: _____ Zip: 92122

Organization/Business _____ E-mail: m.kobrac@san-rr.com

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices. *email please*

Comment (please write clearly):

If high-speed rail goes to San Diego Airport, will it also be possible to go to LAX?

If it is high speed, why a station 12 miles from downtown? I have been on the high speed in Spain, and it is high speed because it rarely stops.

Are we trying to make it into a commuter train?

How much of our canyons will be sacrificed for this project? Could it go parallel to I-15?

More a question, than a comment.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

RECEIVED

SEP 28 2009

9/26/09

BY

Mr. Van Learitt, Deputy Director
ATTN: LA to SD via the Inland Empire
HST Project EIR/EIS Calif. High-Speed
Speed Rail Auth.

925 L Street - Suite 1425
Sacramento, CA 95814

Dear Mr. Learitt:

Since I'm unable to attend the
Escondido mtg. on Oct. 15th, I'd like
to give you my opinion about the
Speed Rail.

To me, there are so many issues
to consider these days with the
economic situation, that Speed Rail
should be put on the "back burner"
for now. There is ample transportation
from SD to L.A. at the present time.

Thank you for giving me the
opportunity to express my thoughts.

Sincerely,

Mrs. Mildred Koenig



Mildred Koenig
1417 Creencia Pl.
Escondido, CA 92027

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN
CSR No. 12959
For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				
	E			
	E 2:9 3:1			
	Earlier 16:5			
	early 11:11			
	earthquake 15:11			
	17:9			
	easily 7:13			
	east 7:21 20:1			
	ecologically 6:14			

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	P 2:13 6:7 PAGE 2:10 3:2 Paris 20:12,18,18 park 6:15 11:22,23 13:9 14:12 Parker 2:14 7:1 parking 12:15,15 14:20 Park/Preserve 6:15 part 6:14 8:3 particular 16:3 parts 7:14 party 17:20 pass 15:5,17 passenger 16:6 passing 18:23 path 14:5,5,8 patrols 22:18 pay 16:18 peak 11:20 Peggy 2:23 17:22,22	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5
				rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: judy kopp [koppjj@sbcglobal.net]
Sent: Tuesday, November 17, 2009 9:10 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I oppose a High Speed Rail line through Rose Canyon. I agree that High Speed Rail into San Diego would be a positive but only when our canyons are not endangered. My family hike, bike and enjoy Rose Canyon for its quiet natural beauty. It would be devastating to me to have it turned into a Concrete Jungle, running hundreds of trains through on a daily basis.

It seems ironic that Federal, State, City and County agencies ask residents to recycle, conserve and protect the environment and yet those same agencies would consider destroying Rose Canyon, which I understand the city of San Diego as committed to protect as a habitat for plants and wildlife.

I request that a full study of a route alternative on I-15 to a station alternative at Qualcomm Stadium be included.

Sincerely,

Judy Kopp
3946 Caminito Cassis
San Deigo, Ca 92122

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 -- La Jolla ☐ October 14 -- San Diego ☐ October 15 -- Escondido

Name (please print): PETER KRYSL City: SD State: CA Zip: 92122

Organization/Business _____ E-mail: PKRYSL@EARTHLINK.NET

Address: 4013 CAMINO UNDO, SD, CA 92122

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

PLEASE AVOID DISRUPTING THE ROSE CANYON PARK.
CONSIDER THE I-15 ALIGNMENT.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Bobbie Kunath [bobbiekunath@ymail.com]
Sent: Monday, November 16, 2009 2:05 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Gentlemen:

I live in Rancho Bernardo (25 miles north of San Diego) just east of the 15 Freeway. I am opposed to a high speed rail line running along or near the 15 corridor. My neighborhood of 271 homes lost 39 homes in the Witch Creek fire of 2007 and for 2 years we have lived with hammering, pile drivers and cement trucks in an attempt to put back the pieces of a neighborhood that had been torn apart. The last thing we need or want is another 5/6 years while an elevated rail system and tracks are constructed paractically in our back yards. Not to mention the homes that would fall to eminent domain in order to provide land for this enormous project. Surely there is less developed land in the East County that would fill the bill without uprooting so many families.

Thank you,
Bobbie Kunath
Rancho Bernardo, Ca.



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla

☐ October 14 - San Diego

☒ October 15 - Escondido

Name (please print):

ROCKY KUONEN

City:

SAN MARCOS

State:

CA

Zip:

92078

Organization/Business

RETIRED

E-mail:

ROCKYKUONEN@HOTMAIL.COM

Address:

1219 BARNHAM DR, #90

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

TOO EXPENSIVE, NO RAIL SYSTEM IN THE WORLD
BREAKS EVEN MONETARILY.

IMPROVE EXISTING MODES OF TRANSPORTATION -
ROADS, FREEWAYS/INTER STATES BETTER UTILIZATION OF
CLOSED MILITARY AIR BASES.

EVEN IF I THOUGHT THE NEED WAS VALID,
THE GOVERNMENT WOULD BE THE LAST GROUP I'D
HAVE MANAGE THE SYSTEM.

THANKS, BUT NO THANKS.

Rocky

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☒ October 15 - Escondido
Name (please print): Freda Koonen City: San Marcos State: CA Zip: 92078
Organization/Business _____ E-mail: fkprealtor@yahoo.com
Address: 1219 Barham DR. #90

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This looks like a high speed expenditure of tax dollars at a time when we the people are already over taxed. I would prefer to see this money spent on improving roads or even on something that will benefit the community.

Please stop inventing ways to spend tax dollar and work in ways to cut the spending. Save the dollars and reduce California's tax deficit.

Thanks!

Please read "That which is seen and that which is unseen" By Fredrick Bastiat and spend some time pondering on the unseen and the unseen effects all this spending and extreme speed railway would have on our community.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Linda R. Laird [linda@7sistersstables.com]
Sent: Tuesday, November 17, 2009 8:17 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail Line routed through rose Canyon. I lived at 3093 Mercer Lane, San Diego, CA 92122 from 1999 – 2006. That property is located on a cul-de-sac above the spectacularly beautiful Rose Canyon. I enjoyed watching, and more importantly hearing the birds and wildlife during my time there. I improved my 1/3 acre parcel by creating a terraced garden down into the canyon. The views and peaceful solitude were a large part of my daily life.

I can't imagine the cacophony that 134 trains a day will make. It would make being outside unbearable and obliterate any 'natural' sounds. I support my former neighbors, school children, nature lovers, hikers, bikers, and those who love and cherish Rose Canyon as a living preserve. This decision will ruin their opportunity to enjoy this San Diego treasure and diminish their property values in addition. Why isn't the City living up to it's commitment to protect Rose Canyon Park as a habitat for plants and wildlife?

I encourage the City to make a full study of alternate routes that do not compromise an established environmental and recreational area. I would encourage you to consider the I-15 to Qualcomm route.

Thank you for your consideration.

Linda R. Laird
PO Box 2650
Ramona CA 92065

Kris Livingston

From: Dick Larsen [dlarsen-1@earthlink.net]
Sent: Monday, November 16, 2009 8:52 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST

Gentlemen:

Please consider an alternate to the Rose Canyon route. The Rose Canyon route would have a devastating effect on Rose Canyon Park as well as the surrounding communities. Please -- there are better routes to consider.

Sincerely,
Dick Larsen
San Diego
92122

dlarsen-1@earthlink.net
EarthLink Revolves Around You.



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla

☐ October 14 - San Diego

☒ October 15 - Escondido

Name (please print):

Kurtis M. Lau

City: Temecula State: CA Zip: 92592

Organization/Business

citizen participation

E-mail: temecula.teacher@hotmail.com

Address:

31886 Corte Pollensa, Temecula, CA 92592

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

- I have ridden the*
1. *ATGV in Europe; Bullet train in Japan. Similar Technology?*
 2. *I have 100 mile commute daily - how "regular" are trains scheduled? Are you coinciding/working with Sprinter/NCTD/MTS to serve arrival times for commuters? Is Palomar Airport Rd. &/or Airport area going to be served by bus lines?*
 3. *With talks in progress to build stadium in Escondido, is there a station stop being built here?*
 4. *Are there only 2 tunnels planned from Temecula to Escondido, and if so, what environmental impact(s) to communities?*
 5. *Is this an electric, maglev or diesel train proposed?*
 6. *Is entire system line "earthquake proof" along all fault lines?*
 7. *Are they elevated tracks since no available room alongside of paved freeways? If so, are they building concrete pillars or having raised ground/berms like Europe has?*
 8. *Do you have fencing or safeguards in place to prevent wildlife AND people from walking onto tracks? (San Diego to L.A. has highest incidence of accidents + fatalities)*
 9. *Is there an I-5 &/or 405 Corridor system being planned - that could save 30 minutes to hour or so from L.A. to San Diego?*
 10. *LAX needs to be served w/ commuter rail - Is it planned?*
 11. *North side of MCAS & South side of Miramar Rd tie in to downtown?*

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☒ October 15 - Escondido

Name (please print): MARTIN C. LAUBER City: CARLSBAD State: CA Zip: 92008

Organization/Business: THE PERFECT SOLUTION E-mail: ThePerfectSolution@roadrunner.com

Address: 2053 CHESTNUT AVENUE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Could a citizen provide input or attend brain storming sessions during the Alternatives Analysis?

You may want to show existing railroad links on your exhibits that will tie into this proposed rail system.

It seems as if the total cost that is being presented is low. An average of \$6 million per mile seems low to include significant tunnels, and elevated portions.

Does the federal government require a value engineering analysis by an independent company, and at what point in the development process would it be included.

THANK YOU, MARTY LAUBER TE

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: I Lin Law [ilin57@gmail.com]
Sent: Sunday, November 08, 2009 7:28 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To Whom it may concern,

I oppose high-speed rail through Rose Canon. You need to fully investigate the I-15 corridor option. I do think the high speed rail will devastate Rose Canyon Park and UC neighborhoods. Thanks for your attention!

Kris Livingston

From: ralgev@att.net
Sent: Saturday, October 17, 2009 2:15 PM
To: HSR Comments
Subject: LA-SD HST VIA INLAND EMPIRE

I attended the public session in Escondido, and was very pleased with the information offered and the prospect that high speed rail may someday become a reality in California. There are likely to be pros and cons on various aspects of the line, but I support whatever decision is ultimately made. Good luck as you proceed, and I hope I live long enough to ride the first high speed rail in the state.

Robert Lerner
Valley Center CA

Kris Livingston

From: Jean Lewis [jeanlewisphd@earthlink.net]
Sent: Thursday, November 19, 2009 4:46 PM
To: HSR Comments
Subject: LA-SD HSR Section via the Inland Empire

Dear Mr. Dan Leavitt,

Our community of Rancho Bernardo (in northern San Diego) has survived the devastating wildfires of 2007, only now we face an even mightier threat to our peaceful neighborhood nestled in the Westwood Valley: our own Governor Schwarzenegger's proposed high-speed "bullet" train. According to the latest proposed routes, the train will tear up and down the I-15 freeway corridor, right through the heart of Rancho Bernardo.

Where will government officials find room for the all of the tracks and rights-of-way? Most of the easily available land along the I-15 freeway has already been used by CalTrans, when they chose to expand the freeway and add carpool lanes in the middle, over a possible commuter rail. We San Diego county residents are still anticipating the end of this massive, noisy, inconvenient construction project, but at least we directly benefit from it. The homes and businesses of Rancho Bernardo are nestled closely on either bank of the I-15 highway. Many of these were burned by the 2007 wildfire, and have only recently been rebuilt. Will they now face being seized by the state/federal government, using eminent domain, to make room for a fast train serving people from elsewhere?

If the high-speed rail lines are to be elevated over the middle of the I-15 freeway, this would put the support stanchions somewhere along the middle of the miles of brand-new concrete making up our new carpool lanes. This would certainly be a massive, earth-shattering construction project. Rancho Bernardo residents would be subject to at least five more years of lane closures and re-routing gridlock on the I-15 freeway. The end result- a great wall of concrete- will be at minimum an eyesore.

In addition, just this past May, the new bike and pedestrian bridge opened over Lake Hodges in the environmentally sensitive San Dieguito River Park. Costing \$10.5 million dollars and 10 years of design and planning (and a wait for the end of bird nesting season), this bridge has been hailed for its "low visual-impact design". Imagine now a new bridge adjacent to it, but large enough and sturdy enough to carry a 1300-person high-speed passenger train.

While I support the efficiency of trains, in this case I have to hope that our elected officials will act quickly to head off this disaster before it cuts through the heart of our community. Why not send this train project along the existing rail lines and rights-of-way?

Sincerely,
Jean M. Lewis
San Diego, CA, 92127

Kris Livingston

From: alijphart@dssmail.ucsd.edu
Sent: Tuesday, November 03, 2009 3:14 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High-speed rail through Rose Canyon

I am a strong supporter of high-speed rail, and I very much hope that San Diego will be part of such a system and that it will be built sooner rather than later!

I strongly object, however, to the idea of routing it through Rose Canyon.

I have two reasons. One is that Rose Canyon is a beautiful natural reserve, which would be destroyed if a high-speed rail line would be built in it. If this would be the only possibility, my reaction would be: so be it. My second reason, however, is that there IS an excellent alternative, namely that the line would keep following I-15. This seems really obvious to me, and I hope that you will reach the same conclusion.

Arend Lijphart

4276 Caminito Terviso

San Diego, CA 92122-1971

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15			<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23	

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Gary and Mary Ann Loes [gmloes@earthlink.net]
Sent: Wednesday, November 11, 2009 5:35 PM
To: HSR Comments
Subject: HSR

HSR Scoping Members,

Please file this as an opposition to the HSR going through the University City area.

Consider the following:

The preferred route should be down the I-15 corridor, as it is a direct line to Qualcomm Stadium (QS). You could place your transit center there. QS is equipped with plenty of parking, it is easily accessible to Lindberg Field, points of interest to tourists, and the downtown area.

Rose Canyon, one of your proposed routes, has been a parkland and habitat area for wildlife for a long time. It should remain a parkland.

University Town Center area has been a quiet, professional community for many years. It should remain that. Tunnels, vibrating trains, unsightly under and overpasses, wires, poles, mesh fencing, storage and maintenance facilities, and transit stations are not good for this professional community. (I'll bet you would not want this in your community.)

This residential area does not need the noise from over 100 trains passing through each day.

Respectfully submitted,

Mary Ann Loes

Resident, University City

:



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Ann Lopez City: SD State: CA Zip: 92122
Organization/Business _____ E-mail: _____
Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

University City Already has more than
its share of noise from the Miramar Base
aircrafts, congestion it doesn't need any
more disruptions, inconveniences added to
our community

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10 <hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23
--	---	---	--	--

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Cathy MacHutchin [cmac@san.rr.com]
Sent: Monday, November 09, 2009 1:31 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To Whom it May Concern:

I live on the edge of Rose Canyon and desperately oppose the LA-San Diego HSR line coming through this canyon. We already have many commuter and freight trains that come through the canyon, and to add more, would definitely create unbearable noise, and affect I believe the beautiful animals and birds that live in the canyon.

Please take consideration to perform the full study of the I-15 to Qualcomm route in order to explore that possibility as many, many of us oppose the train going through our beautiful canyon.

Sincerely,
Cathy MacHutchin

Cathy MacHutchin

Manitou Leitch & Company

San Diego, CA 92122

Tel. 858.453.4929

Fax 858.643.9285

cmac@san.rr.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Nan Madden City: San Diego State: CA Zip: 92122
Organization/Business: Mission Bay Montessori E-mail: nmadden@mbmacademy.com
Address: 2640 Soderblom Ave. S.D. CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am the Director of Mission Bay Montessori Academy - a private school of 400+ children located in South UC surrounded by Rose Canyon. We revere Rose Canyon as an extension of our campus. We share the canyon with the native habitat and feel that more than 100 trains a day would ruin our chance to experience nature as we now do. I've lived in UC since before there was any development from the railroad tracks to UCSD. We are ~~severely~~ totally impacted with traffic now, running HSR through the canyon will totally destroy our feeling of community. The construction alone will devastate UC for many years to come. We are already a divided community running HSR through the middle with pit light walls will totally destroy any hope we have of continuing the Golden Pheasant as a

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**. *wonderful place to live.*

Fold and Tape Completely Before Mailing

Kris Livingston

From: Mah-Ta Rose [mahtarose@hotmail.com]
Sent: Monday, October 12, 2009 9:24 AM
To: HSR Comments; mahtarose@hotmail.com
Subject: LA-SD HST Section via Inland Empire

I am a resident of University City in San Diego, CA. I very strongly oppose the High Speed Rail in Rose Canyon. This would destroy one of the few open spaces in San Diego, that provides enjoyment to the residents of the city. I must insist on a full study of alternate routes, which are much less damaging to the environment, and make more financial sense.

Thank you for your attention.
M. Petrie
Cam. Dia
San Diego, 92122

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): MARK MARCUS City: LA Jolla State: CA Zip: 92037

Organization/Business: LA Jolla Country Day School Email: mmarcus@lcsds.org

Address: 9490 Genesee Av LA Jolla CA 92037

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Concern about Routes Around and into
UCSD + UTC
Prefer that they not use Executive Dr
or Regents Rd. in front of JCC and LA Jolla
Country Day School

Concern about Safety and Security
as we are a school with young children
3 years old to High School

Need to know Realistic Schedule for
Construction

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Christopher Martin [cmartin@spmcdonaldlaw.com]
Sent: Thursday, November 12, 2009 2:39 PM
To: comments@hsr.ca.gov.
Cc: sparkybronco@gmail.com
Subject: "LA-SD HST Section via the Inland Empire

To whom it may concern:

I am writing (in my personal capacity and not on behalf of a client) to provide feedback regarding an item that I believe merits attention in any analysis of the proposed HST route through the University City area in San Diego County. Overall, I am excited about the prospect of high speed rail linking San Diego, and my neighborhood of University City in particular, to the rest of California. As a frequent user of the Rose Canyon park area for recreation and as bicycle commuting route I am concerned that the new railway may adversely impact pedestrian and bicycle usage of Rose Canyon.

There are currently tracks that carry both freight and passenger train traffic in Rose Canyon. The tracks that currently run through the canyon are not physically protected in any way, thus allowing cross traffic (though it is not encouraged). This sort of cross traffic is a practical necessity for many pedestrians and bicyclists as the existing tracks bisect the canyon and the only two street crossings (Genesee and Balboa) are at opposite ends of the canyon and separated by several miles.

I suspect (I think reasonably) that the speed and frequency of the HST trains will mean that the tracks themselves may be fenced or that access may otherwise be restricted in such a manner as to effectively cut the canyon in two making it impossible for pedestrians or bicyclists to cross from one side of the canyon to the other. An impassible railway would effectively turn the southern half of University City (the mesa bisected by Governor Drive) into an island for purposes of pedestrian and bicycle traffic into and out of the southern half of University City and severely impact the recreational value of Rose Canyon.

It is my sincere hope that the HST project is successful and that the impact I have described will be considered and that a simple solution, such as several pedestrian over or under crossings, be considered and implemented as a means to mitigate and negative impact and enhance the Rose Canyon park area.

Sincerely,
Chris

Christopher J. Martin
Law Office of Steven P. McDonald, LC
cmartin@spmcdonaldlaw.com
(858)551-1185



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Ann McCrory City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: amccrory@sdccd.edu

Address: 7190 Shoreline Dr. #6210 San Diego CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am strongly opposed to the Rose Canyon route through University City. My home sits right on the north side of the canyon. The property value of my home would be completely destroyed if the HSTS runs through there. The noise and visual clutter would be disastrous. You must route the train in a tunnel along Miramar Rd and into the UTC station. That is the only viable route.
Please do not destroy my home environment by routing the train through Rose Canyon.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla

☐ October 14 - San Diego

☐ October 15 - Escondido

Name (please print):

BOB McDEVITT

City: SAN DIEGO State: CA Zip: 92192

Organization/Business

SELF

E-mail:

Address:

P.O. Box 22495, SAN DIEGO CA 92192

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I HAVE LIVED IN COUNTRIES THAT HAVE HIGH-SPEED
RAIL AND IT WORKS!!

PER MEMBERSHIP THAT (AND POINT OUT TO OTHERS)
HIGH SPEED RAIL ALREADY EXIST IN THE U.S.
WITH THE AMTRAK ALREADY SEARCH FOR THE
400 MILES FROM BOSTON TO WASHINGTON
ALREADY IS HIGH SPEED RAIL AND WORKS GREAT
FOR THE NORTH-EAST U.S. HIGH SPEED RAIL
WILL WORK IN CALIFORNIA

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): MARGARET MCKNIGHT City: SAN DIEGO State: CA Zip: 92122
Organization/Business _____ E-mail: _____
Address: 3944 CAMINO CALMA

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

ANY FURTHER DESTRUCTION OF THE NATURAL
ENVIRONMENT OF SOUTHERN CA, AT LEAST
THOSE AREAS CONTAINING A GREAT VARIETY
OF NATIVE PLANTS & ANIMALS (SUCH AS ROSE
CANYON) WOULD BE UNCONSCIENABLE (SP? @)
ISN'T THERE AN INTERNATIONAL MOVEMENT
TOWARD SAVING OUR PLANET BY PRESERVING
WILD AREAS? SURELY THAT IS THE WAY OF
THE FUTURE; THAT IS TRUE PROGRESS.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: LuAnn McSwiggen [lmcswig@san.rr.com]
Sent: Wednesday, November 18, 2009 9:50 PM
To: HSR Comments
Cc: sherrilighntner@sandiego.gov; rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

Hello -

I have recently become more familiar with the proposed HSR route through Rose Canyon / University City. What a travesty this would be. I am absolutely shocked to hear that we are even considering such a proposal.

I have lived in this community for over 20 years and currently live on the edge of the canyon, with a wonderful view of the North UC area. We all pay a little more to live in this community because of the way our life is now - not with a high speed rail blasting through the neighborhood at 220 mph.

How can anyone seriously contemplate this plan when so much is at stake. Has anyone given any thought to how this would impact those of us who live, work, play and attend school here? Has it not occurred to anyone that by putting in this rail system it will rip through our beloved canyon and thereby prohibit anyone from enjoying the beauty of the canyons, shatter the serenity of our peaceful neighborhood with 134 trains per day, create unsightly structures to support the trains, completely disrupt students in the local schools due to the noise and add ridiculous amounts of traffic to our already congested thoroughfares. This train would literally run through our back yards. This is unconscionable, especially when there is a far superior route through San Diego.

Why have we not been focusing on the I-15 corridor, which would result in a more direct route and significantly less disruption to an established community.

The High Speed Rail through Rose Canyon is an absurd proposal that should be removed immediately from all future discussions.

Regards,
LuAnn McSwiggen

Kris Livingston

From: eventslgm@aol.com
Sent: Sunday, November 15, 2009 8:05 PM
To: HSR Comments
Cc: Rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

TO WHOM IT MAY CONCERN:

Please DO NOT support the High Speed Rail Tracks to run through a beautiful, unspoiled and rare open park space such as Rose Canyon. The effects of this type of transit would devastate the area with noise, air and visual pollution not only for the many nearby residents -- but for all those in San Diego who come to enjoy, learn, hike, bike, walk, run, bird & animal watch as well as find much peace in this pristine park setting.

Stop now before our City destroys any more of its precious park lands and fully consider alternate routes, especially those including I-15 to Qualcomm Stadium that have many advantages over Rose Canyon. The Qualcomm route will most likely prove to be cheaper, more convenient, cause less noise disturbance, have higher usage - and create much less negative impact on residential neighborhoods and the environment.

Destroying natural lands is a very large mistake, and one that is very difficult to correct - if even possible. Now is the time to look ahead and preserve as many natural resources as possible for today -- and for future generations.

I sincerely thank you for your honest consideration in this most serious matter.

With gratitude,

Lisa Medeiros
Homeower, La Jolla Colony

Kris Livingston

From: Charles Mignola [cmignola@gmail.com]
Sent: Monday, November 23, 2009 4:54 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I have a home within a quarter of a mile of Rose Canyon in San Diego County in the La Jolla Colony region of University City. I oppose High Speed Rail through Rose Canyon as I believe it will devastate and completely change not only Rose Canyon, but the surrounding neighborhood, create noise, pollution, traffic congestion and overall cause the use and enjoyment of my property to diminish considerably.

In addition, I am concerned that the value of my home will be negatively affected and I will suffer monetary damages as well when or if I were to sell my property.

I demand a full study of the I-15 to Qualcomm Stadium route.

Mr. and Mrs. Charles Mignola
Barcelona Complex - La Jolla Colony
San Diego, California 92243

Kris Livingston

From: Mark Miller [markmiller@millerlegalcenter.com]
Sent: Tuesday, November 17, 2009 1:45 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

My family and I are very concerned about the plans for the high speed rail which may be routed through Rose Canyon. I have lived adjacent to Rose Canyon for almost 20 years and my family and I (among thousands of other San Diegans) run, hike, bike, and view the diverse wildlife and flora in the the canyon and see it as an incredibly invaluable natural resource. There are regular wildlife education walks and schools which regularly go on field trips, basically using the canyon as as a classroom. It is easy to imagine the destructive impact this behemoth project will have on the canyon. As we understand it, your own studies have concluded that high speed railways are not compatible with open space areas such as Rose Canyon. Additionally, there appear to be alternative routes (I-15 corridor) which would have less impact and actually provide a more direct route for the train system. I and my family are strongly opposed to bringing the high speed route through Rose Canyon. Thank you for considering our thoughts.

Mark, Kathryn, Patrick, Julia Miller
4025 Caminito Cassis
San Diego, CA 92122
Telephone: 619.574.0551
Facsimile: 619.574.6243
mark@millerlegalcenter.com
www.millerlegalcenter.com

Kris Livingston

From: Mills, Paul [pmills@ucsd.edu]
Sent: Thursday, October 15, 2009 12:16 PM
To: HSR Comments
Subject: HST Project EIR/EIS High Speed Line

Dear Mr. Leavitt, Deputy Director, California High-Speed Rail Authority,

I was unable to make the open house meeting for local residents on October 13th in San Diego so am taking this opportunity to provide you with my thoughts on the proposed high speed rail line in Rose Canyon Park.

I am a resident of University City and have been fortunate to have been able to enjoy the Rose Canyon open space nature preserve for the past 23 years. It is a treasure for adults and students who use it regularly for walking, jogging, and biking. It would feel confident estimating that several hundred people use it daily. I am not in favor and frankly don't understand how such a precious parkland resource for citizens could be identified as possible site for the rail line, particularly when there is apparently another route which is better suited for high speed rail, i.e., Route 15.

Thanks for your time, Paul J. Mills
University City

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN
CSR No. 12959
For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Old Town San Diego Community Planning Group

Christine Robinson, Chairperson
2476 San Diego Avenue
San Diego, California, 92110

Wednesday
Nov 18th
2009

Mr. Dan Leavitt, Deputy Director
ATTN: LA-SD HST Project EIR/EIS
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Visual and noise impacts from an elevated train at Old Town San Diego, proposal for at grade

Dear California High Speed Rail Authority:

Our Community Planning Group contains a section of this proposed high speed rail alignment. At our November 10th meeting the Group approved this motion:

The Committee:

A) Endorses the following concerns and the need for long term transportation and resource management planning:

- 1) Protect and Interpret Old Town's Historic Resources. This includes Kosa'aay (Cosoy), the San Diego Presidio, all of Presidio Park with the golf course, Old Town San Diego State Historic Park, and the San Diego River and wetlands.**
- 2) Improve Regional East - West vehicular circulation from Rosecrans St. to Hotel Circle without impacting Old Town Historic District.**
- 3) Improve Regional North - South vehicular circulation from Pacific Highway to Morena Boulevard without impacting Old Town Historic District.**
- 4) Provide a railroad grade separation for vehicles and pedestrians without impacting Old Town Historic District.**
- 5) Provide direct access from Pacific Highway to Interstate 8.**
- 6) Respect private property;**

B) and, presents the www.cosoy.org/Proposal.html as one possible example which comprehensively addresses many of these issues;

C) and, to communicate our concerns to SANDAG, CALTRANS, and other appropriate Agencies.

This Committee is concerned about visual and noise impacts from an elevated train at Old Town. Notice that the Cosoy.org proposal moves the automobiles over the tracks and pedestrians under the tracks near the Taylor Street grade crossing. **The trains stay at grade.** This will reduce the visual and noise impacts from the trains at Old Town. We suspect that the construction costs of the Cosoy proposal will be less than the cost of a trestle to carry the trains over Interstate 8 interchange, as currently indicated on your route map.

Yours truly, Geoffrey Mogilner, Secretary



Kris Livingston

From: Charles [charles@codymedia.com]
Sent: Wednesday, November 18, 2009 10:32 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

When I heard that the High Speed Train was being considered stopping at UTC Mall, I was shocked. Honestly, is Westfield contributing that much \$\$\$ to make this happen. If someone was wanting to get to San Diego fast enough to splurge for the high speed train, then why in the hell would they want to stop off at Westfield shopping center.

In addition, if one was going to go from San Francisco to San Diego, why wouldn't they just fly? Southwest can get you there in 1.5 hours and for \$49.00. This project is a waste of money and should be stopped dead in its tracks. This state is not for sale!

Charles Mulhall

Kris Livingston

From: John Mustol [karibu7@cox.net]
Sent: Tuesday, November 03, 2009 6:45 AM
To: HSR Comments
Cc: Friends of Rose Canyon
Subject: High Speed Rail Through Rose Canyon, San Diego

Dear Friends,

I urge you to consider an alternate route for the proposed rail line. Rose Canyon is a valuable preserve - one of the last remnants of land in which a few of our fellow creatures have a relatively less disturbed area in which to live. As a Christian, I believe we have a duty to care for God's creatures and allow them a place in this world. We have already occupied so much land and destroyed so many of God's creatures and their habitats in pursuit of our elevated Southern California lifestyle. While I agree that we need a rail line to reduce use of cars, surely, we can find another route, such as I-15, and leave Rose Canyon as one of the last refuges for these precious creatures.

Thank you for your time and attention.

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	P 2:13 6:7 PAGE 2:10 3:2 Paris 20:12,18,18 park 6:15 11:22,23 13:9 14:12 Parker 2:14 7:1 parking 12:15,15 14:20 Park/Preserve 6:15 part 6:14 8:3 particular 16:3 parts 7:14 party 17:20 pass 15:5,17 passenger 16:6 passing 18:23 path 14:5,5,8 patrols 22:18 pay 16:18 peak 11:20 Peggy 2:23 17:22,22	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5
				rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla

☐ October 14 – San Diego

☒ October 15 – Escondido

Name (please print):

JR NEWCOM

City: ESCONDIDO

State: CA

Zip: 92025

Organization/Business:

GANDY DANCERS OF S.D.

mail:

JIMMYTRASS@HOTMAIL.COM

Address:

9 ACACIA LN ESCONDIDO CA 92025

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I HOPE YOU CAN WADE THROUGH THE EIRS,
POLITICS, NIMBYS, AND LAW SUITS QUICKLY
AND GET SHOVELS IN THE GROUND SOON —
TOMORROW OR NEXT WEEK WOULD BE IDEAL!

GOOD LUCK!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Chris Nielsen [cn@adsc-xray.com]
Sent: Friday, November 20, 2009 3:39 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Sir:

When considering the proposed HSR south of Escondido, I believe there are three primary considerations:

1. Is the destination station for the HSR the best possible?
2. Does it serve all of San Diego County?
3. Does it minimize environmental damage?

The selection of a station to terminate the San Diego leg of the HSR system is important. It seems that University Town Center/La Jolla has been eliminated as a possible station (this is good) and the preferred terminus is now Lindberg Field. This is a poor choice for many reasons but primarily it is not an actual "destination" for HSR riders. Downtown might be, but not the airport.

A much better choice as a destination for the HSR system would be Qualcomm Stadium. Not only is there the space to build the HSR terminal but it could also have the rental car facilities needed to make HSR a viable business alternative to airline travel. Note how McCarran Airport in Las Vegas has its entire rental car system in one building. Next, Qualcomm is closer to many more destinations in San Diego than Lindberg Field. If the HSR system is expected to funnel passengers to Ontario Airport, Qualcomm is much closer to many more people in San Diego than Lindberg. Finally, there almost certainly will be an opportunity to remake Qualcomm when the San Diego Chargers depart, and the HSR terminus there will make a great redevelopment project that would benefit both the HSR system and the city and county of San Diego.

The proposed route through Miramar, Rose Canyon, and along Interstate 5 is ill considered and likely the most expensive routing for HSR possible. It maximizes environmental damage along the route and affects the maximum number of homes (possible tunnels under University City, homes along Rose Canyon, and homes along Morena Blvd as the train heads south from La Jolla. Our house would be directly affected (we border Rose Canyon) and even if alternatives could be found, there would be no solution for the homeowners along I-5 south of La Jolla.

The Qualcomm station satisfies more of the following criterion than any other San Diego terminus:

- o Ease of operation
- o Minimizing environmental and neighborhood impact
- o Minimizes travel time.
- o Is by far the most constructable of all the routes
- o Would allow for a great transit center to be built at Qualcomm
- o Has great development potential
- o Has secure right of way
- o Almost certainly would cost the least in the long run.

Please give consideration to Quaalcom and drop the Lindberg/ Downtown San Diego alignments.

Sincerely,

Christopher Nielsen
4225 Caminito Cassis
San Diego CA 92122
858-452-0495

Kris Livingston

From: Don Nieto [nieto.d@gmail.com]
Sent: Thursday, November 19, 2009 1:39 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

I am a 35 year resident of the area along Interstate 15 between Escondido and San Diego.

I have two points to make. Point one.

Almost every year I have seen.

- widening of the Interstate 15 at one point or another
- the freeway is constantly "under construction" along the corridor all the time
- there never seems to be enough freeway, bridges, off ramps, etc and they are always being built, then torn down, and built again.
- sound walls have been installed and torn down in less than five years only to be rebuilt again
- a bike path has been "improved" along the freeway at least three different times, each time requiring constant "under construction" changes.

Now, the promise of a set of HOA lanes has caused everything as indicated above, again, to be redone. Bridges, off ramps, bike lanes, medians, signs, etc are all being torn down and new ones installed. Every day is an adventure in driving the corridor. It has yet to be finished.

Then this proposal to put a train there. Where?

Is everything that is now being built again going to be torn down in a few years to make way for a train?

Isn't that just a waste of my and my fellow taxpayer monies?

Why not just stop everything going on now and redo the plans for a train, if that's where it's going to go, and build the HOA and train routes just once? Stop wasting money, effort and causing the corridor to be in a constant state of turmoil.

Point two.

Since there is virtually no benefit to anyone along the corridor to having a train there (there are no stops that benefit nor decrease traffic) why put the train along the corridor?

How about considering a route that goes through the Mira Mar air base on to the east through vacant land and then turns north to Temecula along a path where the least number of residents and existing infrastructure exists. Why tear up Interstate 15 again when there are certainly more valid and useful paths a train can take?

Kris Livingston

From: The Nortons [nortonabode@san.rr.com]
Sent: Tuesday, November 17, 2009 6:49 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I've lived in UC for almost 35 years. I walked Rose Canyon & San Clemente. Now my kids do.
Please don't put another train in the canyon.

Mary Norton

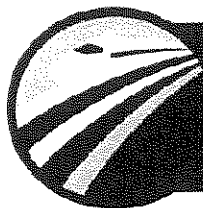
Kris Livingston

From: Morgan O'Hayre [mohayre@ucsd.edu]
Sent: Monday, November 09, 2009 7:15 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To whom it may concern:

This email is regarding the proposed High speed train route through Rose Canyon. As a resident of the area, I frequently use the hiking trails in Rose Canyon for jogging, walking and enjoying nature, and no matter what time of day I go, there are always other people enjoying Rose Canyon as well. This is a unique habitat within the city of San Diego where one can enjoy nature and see a variety of wildlife including numerous species of birds, butterflies, rabbits, foxes and coyotes. Proposing high speed trains through this region would not only destroy this natural area for the residents who enjoy hiking, jogging, and bike riding through there, but would also destroy the habitat for wildlife.

This all seems a unnecessary since there are alternate routes for the high speed train that would be much less disruptive and destructive, including the 1-15 corridor down to Qualcomm Stadium. For these reasons, I urge you to consider alternative options before destroying such a precious and unique natural area of San Diego, Regards, Morgan O'Hayre Resident of UTC



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): RAY OLSON City: S.D State: CA Zip: 92122

Organization/Business: Claremont High School E-mail: OLSON-ray@hotmail.com

Address: 4643 HUGGINS St.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

① I live adjacent to Rose Canyon AND based on the rough routing and maps provided I would be AGAINST the southern route that goes through Rose Canyon. I think I could support the Northern route and station.

② Rose canyon is a marked/known earthquake fault and should be acknowledged as such in all planning.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla ☐ October 14 – San Diego ☒ October 15 – Escondido

Name (please print): Dorothea Orman City: San Diego State: CA Zip: 92127

Organization/Business: N/A E-mail: _____

Address: 17454 Caminito Canasto

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am not in favor of a High-Speed Rail
especially not coming thru the middle
of my community. There are other
routes from Escondido over to
existing rail lines along the coast.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Joseph Ormsby [joe.ormsby@gmail.com]
Sent: Tuesday, November 17, 2009 7:04 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. I access this beautiful park with my family often and we'd hate to see it disturbed. In addition, my kids' school, (John D. Spreckels Elementary), goes there on frequent field trips to learn about nature. Many other local schools do the same. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Sincerely,

Joe Ormsby

Kris Livingston

From: Papuga, Matthew [MPapuga@san Diego.gov]
Sent: Friday, November 13, 2009 2:23 PM
To: HSR Comments

Your "route" is very vague. I live in Ranch Penasquitos at the Carmel Mountain Ranch exit off I-15 on the west side in San Diego between Escondido and University City. Is your route going to go through the Carmel Highland Double Tree Golf course resort on the west side where I live?.. Or are you going to be on the east side somewhere?? The noise will be tremendous... WHAT IS YOUR DETAILED ROUTE FOR GOD SAKES... Doesn't it make sense to print out your detailed route? Do you think that we are idiots?....

Follow route 5. A rail line and right of way already exists there already. Save yourself BILLIONS by doing that. I reject this project. NO ONE lives in Escondido, relatively..100,000... big deal, that's nothing. You're already building an overbuilt 10 lane road with 4 lanes of HOV lanes to Escondido with the I-15 expansion which is helping bankrupting the state. It has to be 10 Billion. I think you're done with I-15.

I-5 is San Diego to LA, and shorter.. not I-15. That's a round a bout way.

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8		22:16		
8:11,13,20,21 9:8	call 7:3	commute 22:2		
9:19 11:24 12:25	called 9:25 22:7	competition 4:15		
13:12,13,15,19,22	canyon 5:1,4,7,10	completely 13:10		
14:10 15:17 16:3	5:14,18,20 6:12	compressed 7:20,25		
16:23 17:9 18:9	7:7 9:7 10:2,3,3,8	8:1		
18:11 23:22	11:22,23 13:4,9	computed 11:19		
areas 4:24 8:7,15,16				
	E			
	E 2:9 3:1			
	Earlier 16:5			
	early 11:11			
	earthquake 15:11			
	17:9			
	easily 7:13			
	east 7:21 20:1			
	ecologically 6:14			

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	P 2:13 6:7 PAGE 2:10 3:2 Paris 20:12,18,18 park 6:15 11:22,23 13:9 14:12 Parker 2:14 7:1 parking 12:15,15 14:20 Park/Preserve 6:15 part 6:14 8:3 particular 16:3 parts 7:14 party 17:20 pass 15:5,17 passenger 16:6 passing 18:23 path 14:5,5,8 patrols 22:18 pay 16:18 peak 11:20 Peggy 2:23 17:22,22	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5
				rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: JL Park [jlparkiii@hotmail.com]
Sent: Sunday, November 15, 2009 9:45 AM
To: HSR Comments
Subject: Comment on LA-to-SD HST Section

To whom it may concern:

I understand that there is currently some debate over the route to be adopted for the San Diego segment of the HSR line. Speaking for myself personally, I strongly believe the University City-Lindbergh route is by far preferable to the I-15 Qualcomm route. The University City-Lindbergh route will join the existing population centers in San Diego County and connect with other modes of transport (air, trolley), thus ensuring a far greater level of convenience and accessibility for both business travelers and tourists. The I-15 to Qualcomm route, on the other hand, possesses no such advantages. As a University City resident, I would like to express my support for the University City-Lindbergh route rather than the I-15 corridor, since I feel that the public would be better served by the former proposal.

Best regards,

Jonathan Parkinson
jlparkiii@hotmail.com
3330 Via Alicante
La Jolla, CA 92037

Windows Live: Keep your friends up to date [with what you do online.](#)

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

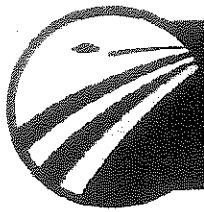
MIROSALVA OLGUIN
CSR No. 12959
For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 -- La Jolla ☐ October 14 -- San Diego ☐ October 15 -- Escondido

Name (please print): Ethel Pascal City: SD State: CA Zip: 92122

Organization/Business _____ E-mail: ethel.pascal@sonarr.com

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I fully support the proposed plan for UTC station. I live behind UTC & can't wait.
Let me know what I can do to make this a reality. You have quite a fight to get the homeowners in South U.C. to get on board with this.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: billy paul [billybee2@sbcglobal.net]
Sent: Saturday, November 21, 2009 12:52 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

California High Speed Rail Authority

My comments:

I am concerned about the proposed HSR route that comes down the I-15 corridor to San Diego. Having the route divert at Mira Mar and go over to the I-5 through Rose Canyon or Carroll Canyon is a huge mistake and would result in a loss of very important habitat that many people have dedicated years in attempting to protect and restore. The main problem with this proposed route down the I-5 corridor and through Rose Canyon is that there is not enough room to put the High Speed Rail in this area without totally destroying our canyon and Rose Creek.

The area where I have been working on with a number of people, is considered to be a flood control area that has a lot of natural vegetation with riparian areas that has great potential to be turned into a natural park with a bike path along the creek. There are plans to double track the rail line that goes through here, as well as a proposal to put the Trolley with two tracks in this same area. There is not enough room in this area between State Highway SH-52 and where it travels down Rose Creek to Mission Bay Park. If the High Speed Rail would go through this area, there would not be enough room for these other projects. The proposed Trolley project is important in this area and would be critical to help provide riders to a HSR terminal that was more centrally located such as at Qualcomm Stadium.

It makes more sense to have the HSR continue down the I-15 corridor to Qualcomm Stadium. This would be less environmentally damaging and would also be a faster and straighter route. This route needs to be considered with a full environmental review. This route to Qualcomm could also be extended in some manner to the airport, or downtown San Diego, or the border.

With all that is invested in Qualcomm Stadium, we need to consider this as an important resource. The City of San Diego owns the land and there is already a huge parking lot in place. It is also the home for San Diego State University football and we need to maintain this stadium so SDSU football can continue to be played there. There is nothing wrong with the Stadium. The problem with the Stadium for NFL football is because of the way they divide up the revenue from the Sky Box leases and ticket sales (between the two teams), and not the Stadium itself. Qualcomm Stadium can be a major transportation hub and continue to provide a Stadium for SDSU football. Without this Stadium for SDSU football, the football program at SDSU will die! We need this Stadium for Aztec football. Go Aztecs!!! With a transportation hub at this location, it may also be possible to keep the Chargers here too! Go Chargers!!!

There are many ways the Qualcomm Stadium transit hub could connect to the airport and downtown San Diego. There could be a plan to extend the HSR system. There could be an express Trolley on the existing system or a new route tunneling under Balboa Park. This could be done in Phase 2, but the important factor is that Qualcomm Stadium makes a better transit hub than all the congestion downtown or at the airport. We already have the parking lot provided here and there is plenty of room for a HSR station.

Billy Paul
2747 Fairfield St

San Diego, CA 92110-2212
619-276-8333
billybee2@sbcglobal.net



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Jeremy Pearl City: San Diego State: CA Zip: 92129

Organization/Business _____ E-mail: pearlbiz@sanrr.com

Address: 13851 Bruyere Ct. San Diego CA 92129

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

1. The inclusion of Lindbergh Field as an alternate station for study is very welcome news. I am strongly in favor of this location as a logical San Diego terminus given the potential synergies with the planned intermodal transit center at the airport.
2. The planned study of a local/commuter HSR overlay is visionary. Every effort must be made to advance and publicize this unique opportunity.
3. Although it is understandable that a project of this magnitude must be phased, it is disappointing that San Diego has been relegated to a later stage for full build-out. In light of ridership in the existing San Diego - LA Amtrak corridor and acknowledging studies undertaken by the America 2050 group to identify viable city pairs for HSR, the San Diego extension must not be left to languish after the EIR is complete.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Patti Perna [pernaip2000@yahoo.com]
Sent: Wednesday, November 18, 2009 3:44 PM
To: HSR Comments
Cc: Bob Casper; Dottie Miller; Dick Strauch; Don Williams; doyle hipps; Shelley & Don Bechtold; Frank Contreras; Lynn Giles; Isa Contreras; Steve, Kathy & Tyler Mitchell; Laura & Daniel Jagodnik; Marc Wesley; Sheryl Mercado; Ken & Sandy Simonsen; Steve, Kathy & Tyler Mitchell; Pam Wells
Subject: LA-SD HST Section via Inland Empire - Rancho Bernardo - NOISE

The California High-Speed Rail Authority is in the process of developing the scope of the project's Environmental Impact Report/Environmental Impact Statement. Once written, locals will have additional opportunities to submit comments per Joe Charest, CHSRA spokesman. Personally, I approve public transportation because it reduces traffic congestion, reduces green house gases, addresses airport capacity issues, promotes job growth, reduces foreign oil dependency AND has received voter approval. I am not concerned about visual blight. Maybe I should be. Potential decrease in property values is not certain. It may increase property values to be located near public transit. The loss of HOV lanes means less street traffic, hence less noise. My ONE MAJOR CONCERN is NOISE. With the addition of the HOV lanes VDB is not in the SEVERE category (75dBA or greater). However, VDB exceeds the criteria for Noise Abatement Consideration (66dBA or greater) with test results confirmed by CALTRANS at 69.9dBA. Can anyone tell me OR direct me to the projected noise levels for High-Speed Train along the I-15 corridor? How does VDB best address this issue in the planning stages?

The RB Planning Board held a special meeting on Nov 3 to learn about the project and establish a committee to write a letter with board's concerns (visual blight, noise, potential decrease in property values, losing recently built HOV lanes. The board will be voting on the letter's contents at its 7pm Thursday, Nov 19th meeting in the Oaks North Community Center auditorium, 12578 Oaks North Drive.

Letters are due Friday, Nov 20th. Submit at www.cahighspeedrail.ca.gov, by sending an email to comments@hsr.ca.gov (write "LA-SD HST Section via the Inland Empire") on the subject line or by writing Dan Leavitt, Deputy Director, Attn: Los Angeles to San Diego via the Inland Empire Section HST Project EIR/EIS, California High-Speed Rail Authority, 925 L ST, Suite 1425, Sacramento, CA 95814.

Patti Perna
858-487-7212 phone
858-487-1008 fax
pernaip2000@yahoo.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): CAROLE PIETRAS City: SAN DIEGO State: CA Zip: 92122

Organization/Business _____ E-mail: RCPIETRAS@SBCGLOBAL.NET

Address: 6917 LIPMANN ST

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

GIVEN THE CLOSE PROXIMITY OF UNIVERSITY CITY TO
LINDBERGH FIELD, WHY WOULD A STATION BE NECESSARY
IN UNIV. CITY? IT WOULD SEEM MORE EFFICIENT
AND CERTAINLY LESS COSTLY TO HAVE THE STATION
AT THE AIRPORT.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): S. J. Plumb City: San Diego State: CA Zip: 92122
Organization/Business _____ E-mail: sheljoy@san.rr.com
Address: 5952 Scripps St., SD 92122

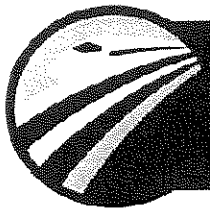
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The I-15 to Qualcomm^{route} is the preferred choice of the residents of University City. There is room at Qualcomm for adequate parking and development. There is an existing trolley and buslines to bring people there from the South & East. University City is built out. We don't have the infrastructure to support the thousands of riders you project will be using a station at UTC. Is Westfield one of your financial partners? Rose Canyon Park is a wonderful treasure for all of San Diego. The HSR would decimate it. It is unthinkable to put a station at UTC and run the train into (or under) the canyon. You must come up with other alternatives. Leave Rose Canyon Park alone.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Shelley Plumb City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: sheljoy@san.rr.com

Address: 5952 Scripps St, San Diego, CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The presentation is vague & unclear, as are the maps. Rose Canyon Park is not clearly marked so people probably don't know you want to put the HSR thru our park! This is unacceptable. This should not be the preferred route. More study is needed on the I-15 to Qualcomm route. You must not put the HSR thru Rose Canyon Park! This would destroy the migratory paths of many species of birds & animals. It would make the park unusable for people. This is one of the last open space parks in San Diego. People need parks. Children need to be in nature for physical & mental well being. Our quality of life would be severely affected if the HSR comes to University City. We are almost built out. We do not have room for it. Take it straight down I-15 to Qualcomm or further south & then go west to airport.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Shelley Plumb [sheljoy@san.rr.com]
Sent: Sunday, November 08, 2009 7:49 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

The high speed rail is a good idea. However, taking it into University City with a stop at University Town Center and taking thru Rose Canyon Open Space Park IS NOT A GOOD IDEA! University City is already overbuilt and Rose Canyon Open Space Park is a beautiful recreation area that thousands of people visit every year. It is ideal for bird watching, walking, biking and just being outdoors enjoying nature. The high speed rail thru this haven for wildlife would severely and permanently damage the area.

NO HIGH SPEED RAIL THROUGH ROSE CANYON.

Thank you,

Shelley Plumb
San Diego, CA

Kris Livingston

From: Neddismom@aol.com
Sent: Sunday, November 15, 2009 5:39 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High Speed Rail through San Diego

Dear HSR Authority:

We are writing to express our strong opposition to a high speed rail system in San Diego's Rose Canyon. We do not oppose an HSR, per se -- we oppose an HSR running through our beautiful canyon. Such a rail system would devastate the vegetation and wild life of this rural environment -- which is a stunning example of how conservation efforts can preserve the natural landscape in the midst of the surrounding urban sprawl.

We demand a full study of other potential rail routes, such as the Interstate 15 to Qualcomm Stadium route. That existing freeway route would be much more appropriate for the anticipated 134 trains per day, running every four to five minutes during rush hour, not to mention the new tracks, overhead wires, security fencing, retaining walls, parking lots and the increased noise. Previous studies have shown that the I-15 to Qualcomm route has better ridership, is faster and cheaper, has less noise impact and, most important of all, would avoid the unnecessary destruction of the lovely Rose Canyon.

The HSR Authority must perform a full study of the I-15 to Qualcomm route as part of its Environmental Impact Report.

Regards,

Eric Poppick and Marilyn Perrin
4001 Porte de Palmas, Unit 63
San Diego, CA 92122
(858) 404-0484

Kris Livingston

From: Ezra Van Everbroeck [ezra@ling.ucsd.edu]
Sent: Friday, November 20, 2009 11:02 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire - Mr. Potts
Attachments: Train.Comments.Potts.pdf

Sending on behalf of a resident in our complex, Mr. Potts, who does not have email access.

Best regards,

Ezra Van Everbroeck

President
Playmor Terrace



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Jerry Patts City: S.D. State: Ca Zip: 92122

Organization/Business: Retired E-mail: _____

Address: 7932 Playmor Terr.

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This Project is Harrendous &
Expensive.
Stay on & use Routes 5 or 15
Not a tunnel.
Tunnel will:
1. Be Very Expensive Construction
2. Will not Solve the Problem
3. Cross (underground) Rose Canyon fault
line & other (numerous) fault
earthquake faults
4. Will ^{cause} render Property Values to
Decrease in area.
5. Train running every 10-15 minutes
will make earthquake like
conditions on surface - & lower
the Property Values in the Area
* This City & County will not render
decreased Prop. Values in this Area
6. The Area will be a Stum area if
We follow the tunnel idea.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hst.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

*SEND DATE:

JANAY_KENDERE@CAH.COM



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print):

Nancy Powell

City:

San Diego

State:

CA

Zip:

92122

Organization/Business

E-mail:

Address:

3078 Mercer Lane,

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Please do not ruin our open space that is Rose Canyon. There is little open space and once gone, it is gone forever.

Please make sure the need is there. I highly doubt that the proposed ridership is correct & that this project is even necessary.

Please explore the I-15 to Qualcomm alternative route, if this misguided project is deemed necessary.

No tunnels through Rose Canyon - please do not ruin our open space.

There really is no money at the State or Federal level to fund this. This will become apparent in a year or two. It is all "smoke & mirrors."

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Charles Pratt [charlespratt@hotmail.com]
Sent: Tuesday, November 17, 2009 6:37 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

HST should restore the Route 15 alternative that was mysteriously dropped because of (presumed) political pressure for a Lindberg Field termination of the line. First, the airport does not make sense as a destination from a functional standpoint. People will not take a long distance train ride to continue air travel, and the airport is still a cab ride from downtown and Mission Valley where many travelers will be headed. The airport route has also been justified by those who predict a great escalation in air travel. In my view, having experienced the great increase of cost-effective videoteleconferencing, it seems more likely that at least the business component of travel will decrease as computer technology provides a cost effective alternative. San Diego because of its geographic location will never be anything other than a tourist destination, not an air hub. (It seems quite likely that developer interests have prompted the political advocacy of an airport terminus. Let common sense and the public interest rather than the profit motive guide this decision.)

Common sense argues for the I-15 alternative. (1) It has been shown to project a higher ridership and earning, (2) A Qualcomm station would be more accessible to Mission Valley, (3) With the Chargers likely to move, the several hundred acres at Qualcomm are likely to become parks/retail/hotels/housing-a perfectly legitimate location for a station, and the land is owned by the City and could be developed to directly economically benefit the taxpayers and residents in San Diego, (4) the I-15 rail line could help to prompt development the eastern parts of San Diego and Chula Vista were the line continued to the border, (5) this route could also facilitate an air travel alternative, (6) the I-15 route would be far less damaging to the environment than a route through Rose Canyon and/or a massive tunneling project.

If the I-15 route is not considered as an alternative then I predict HSR will be headed for expensive (and not prevailing) litigation in San Diego Superior Court.

Charles Pratt
6804 Fisk Ave (University City)
San Diego



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Virginia Prutow City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: vprutow@yahoo.com

Address: 6076 Charae St; (South University City)

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

A high-speed train station in University City will have enormous negative impacts. Travel is a huge problem with many approved projects not even built. I think it is naive to think that people will be getting out of their cars and using public transit. I do ride the bus to UTC. The stop is .5 mi from my home. I am not pulling a suitcase for a trip to San Francisco up the hill to the bus stop. The east side of South University City does not have any MTS service. None of my neighbors use public transportation at all! I hear people "have to get out of their cars." How far are people expected to walk with a suitcase in a community with many mesas & canyons? Traffic has priority at all intersections which means that you as a bus rider can miss the bus standing across the street.

A better option is routing the train to Qualcomm

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

with shuttle service to the airport, convention center and downtown.

Fold and Tape Completely Before Mailing

COMMENTS ON CALIFORNIA HIGH-SPEED TRAIN SYSTEM Los Angeles to San Diego via the Inland Empire Section

While I support High Speed Rail (HSR), I am opposed to the route via the UTC - Rose Canyon - I-5 route to the airport. I support the route via interstate I-15 to Mission Valley near Qualcomm Stadium with continued routing south along I-15. HSR's main function is high-speed long distance inter-city travel; it is not designed for intra-city transportation. Its route should be optimized by minimizing transit time by using the straightest route with a minimum number of stations. The Rose Canyon route, because of its many curves, is sub-optimal. To minimize transit time the I-15 route to Mission Valley is preferable. If needed, a station could be sited at I-15 near Miramar Road with access via a trolley along Miramar Road from UCSD and UTC. If HSR's economic viability is dependent on local commuters, it will fail.

It is proposed that the 160 mile trip from L.A. to San Diego be designed to take 118 minutes. This corresponds to an average speed of 81 mph, only 45% of its maximum design speed of 180 mph. At maximum speed this would take 53 minutes. How much of this increase in transit time is due to (i) the number of stations and (ii) forced reduction in speed due to route curvature? What is the time breakdown for these factors?

1. I-15 to Mission Valley: The main HSR station should be in Mission Valley. Land and parking is readily available at this location. The trolley can be used to access the airport. Using this location would reduce construction cost and have much less impact on local communities.

2. Local Transportation Network: San Diego lacks a functional local public transportation network. Therefore, siting a HSR station at UTC would only worsen the transportation gridlock in University City.

3. Improvements of existing coastal route: SANDAG requested \$377 million for needed improvements to the coastal railway between San Diego and San Clemente that is used by Amtrak, the Coaster and freight trains. The Governor stripped \$327 million from this request. This was a shortsighted move since this coastal route is an integral part of the local transportation network and would help feed passengers into the HSR system.

4. Noise Impact: High-speed trains generate significant noise. There have been complaints about noise both in Europe and China. Noise and vibration generated by HSR trains in Europe was measured (HMMH Report No. 293630-2). At 90 to 100 mph, the Sound Exposure Level (SEL) was 95 dBA. At 180 mph the SEL was 102 dBA. These measurements were done 100 feet from the roadbed. The frequency spectra had dominant frequencies from 30Hz to 4000 Hz. Significant ground vibration occurred with dominant frequencies between 16 Hz to 120 Hz. Sound barriers are ineffective in reducing low frequency noise (< 1000 Hz). The increase in Community Noise Equivalent Level (CNEL) due to the proposed 134 HSR trips is given by:
$$CNEL = 10 \cdot \log\{(d + 5e + 10n)10^{SEL/10} + 10^{(CNEL_0 + 49.4)/10}\} - 49.4$$
 where $CNEL_0$ is the value without HSR, and (d, e, n) is the number of day, evening, and night trips. For (114,

10,10) trips, 95 dBA SEL and 60 dBA CNEL₀, the CNEL is 70.2 dBA. This increase in CNEL of 10.2 dBA due to HSR is a significant increase in noise. Having more evening and nighttime trips would further increase the noise. This noise level would have a negative impact within the Rose Canyon – I-5 corridor.

5. Electromagnetic Interference: This is dependent on the frequency and amperage of the current. However, I could find no information regarding this. This needs to be investigated regarding potential interference with poorly shielded electronic equipment, sensitive equipment used by Qualcomm and other research institutions, and medical devices such as pacemakers and AICDs.

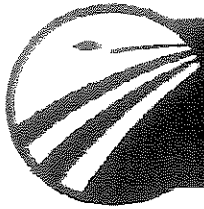
6. Earthquake Damage: Despite Rose canyon being an active fault line, it is proposed to locate the HSR route through Rose Canyon, including tunneling into the canyon. The argument that this is done in Japan by using a device to de-power the train when a tremor is detected is not an adequate reason to ignore this problem. Stopping a train during an earthquake while the train is in the middle of a tunnel 150 feet underground by a fault is a risk that should be avoided.

7. Tunnel ventilation system: Tunnels require an active ventilation system that has sufficient capacity to exchange enough air during a tunnel fire to protect passengers trapped in the tunnel from inhalation of smoke and fumes. Depending upon tunnel length, vertical ventilation shafts are placed along the length of the tunnel. These ventilation systems can be very noisy. The train acts as a piston causing air intake at the entrance and outflow at the exit. The moving train generates a compression wave in front and an expansion wave behind. These propagate at the speed of sound toward the exit and entrance. This results in a tunnel sonic boom at the exit, the intensity of which is dependent on train speed, tunnel length and cross-sectional area. Therefore, noise will be a problem at the entrance and exit of the tunnel, and at the ventilation shafts.

8. Use of Maglev technology: I suggest that Maglev technology be reconsidered. It is the technology of the future. Standard gauge HSR is used in Europe because HSR also uses existing track. Although Maglev construction costs are greater, it uses less energy per mile, has less maintenance costs, generates less noise, has greater speed, and accelerates and decelerates much faster thereby reducing transit time. This makes it more competitive with airlines.

I would like to see information on the minimum curve radius as a function of speed. Noise component at higher frequencies increases in sharp curves. Also, what is the distance and rate of deceleration into and acceleration out of stations?

Richard J. Prutow, Ph.D., M.D.
6076 Charae Street
San Diego, CA 92122
November 17, 2009
rprutow@yahoo.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido
Name (please print): Joseph Puzo City: San Diego State: CA Zip: 92117
Organization/Business: NA E-mail: JPSPACK@SAN.ET.COM
Address: 5422 COLE ST. SAN DIEGO, CA 92117

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I STRONGLY FAVOR HIGH SPEED RAIL. IT IS LONG OVERDUE TO HELP RELIEVE AUTOMOTIVE CONGESTION ON OUR FREEWAYS & REDUCING AIR POLLUTION. MY ONLY MISGIVING ABOUT THE PROPOSED PROJECT IS ITS PROPOSED PATH THROUGH ROSE CANYON. ROSE CANYON IS ONE OF THE LAST (A FEW) OPEN SPACE AREAS IN THE CITY OF SAN DIEGO WITH UNIQUE COASTAL-SCALE SCRUB HABITAT, WITH RARE & ENDANGERED PLANTS AND ANIMALS. I WOULD STRONGLY RECOMMEND THAT THE HIGH-SPEED RAIL PROJECT CIRCUMVENT THIS AREA. OTHER ALIGNMENTS OF THE RAIL COULD SPARE THIS CANYON FROM FURTHER DEGRADATION, WHILE PROVIDING SAN DIEGANS AN ALTERNATIVE TO DRIVING CARS.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Valerie Ramey [vramey@ucsd.edu]
Sent: Saturday, November 14, 2009 9:37 AM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: alternate routes for HSR

To Whom It May Concern:

I am writing to request that the High Speed Rail Authority investigate routes other than Rose Canyon. In particular, I would like to see a full study of the I-15 to Qualcomm Stadium as an alternate route.

Rose Canyon Park is an important resource for San Diego. This relatively pristine area is home to numerous species of animals and plants, and is widely used as a place to hike, jog, and bicycle by San Diegans. We have so few of these kinds of spaces left that the marginal social and environmental value of the few remaining spaces is extremely high. Running high speed trains through this canyon would destroy all of that value.

Also, I would like to request that the High Speed Rail Authority rethink its decision to put a station at Lindbergh Field airport. I cannot imagine that many people would want to take a plane to San Diego and then immediately take a high speed train elsewhere. (Extension of the trolley to the airport would make much more sense for local routes.) According to the route maps, the train will not be going to LAX. If it is not going to LAX, why would it go to Lindbergh Field? On the other hand, I fully support the HSR going to Ontario Airport in order to take advantage of unused airport capacity.

Sincerely,

Valerie Ramey
3225 Millikin Avenue
San Diego, CA 92122

Kris Livingston

From: E. Randol [randolcpa@yahoo.com]
Sent: Monday, November 09, 2009 3:31 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Even though I cannot attend the hearings, I wanted to let you know that I agree with my friends and neighbors regarding this project.

I support the concept and goals of High Speed Rail (HSR) services in San Diego County. However, I do oppose any route which goes through Rose Canyon, Rose Creek, Carroll Canyon, San Clemente Canyon or any other canyon or creek with substantial natural open space and the associated negative impacts. These include impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program, and recreational and educational opportunities in nature for urban residents.

I request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium as a preferred alternative in their project level EIR/EIS. In the Program EIR, this route was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts, and to be shorter and faster, with higher train speeds.

Sincerely,

Elizabeth A. Randol, CPA
2588F El Camino Real #314
Carlsbad, CA 92008
Ph/Fax 760-435-0691



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

OCT 26 2009

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): MICHAEL REILLY City: SAN DIEGO State: CA Zip: 92122

Organization/Business _____ E-mail: _____

Address: 4156 CAMINITO CASSIS, SAN DIEGO, CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

1. THE PREFERRED ALIGNMENT OF THE SEGMENT OF THE LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE SECTION OF THE CALIFORNIA HIGH-SPEED TRAIN SYSTEM SOUTH OF ESCONDIDO IN SAN DIEGO COUNTY TO BE STUDIED SHOULD BE DIRECTLY DOWN INTERSTATE 15 TO QUALCOMM STADIUM TO MEET UP WITH THE EXISTING SAN DIEGO TROLLEY (I.E. LIGHTRAIL). THE EIR/EIS SHOULD ADDRESS THIS ALIGNMENT!

2. THERE ARE MAJOR PROBLEMS WITH THE UNIVERSITY CITY ("UC") / ROSE CANYON ROUTE BEING PROPOSED.

A.) UNIVERSITY CITY IS IN LARGE PART A PLANNED RESIDENTIAL COMMUNITY. FOR EXAMPLE, IN THE MID 1980s THE LA JOLLA COLONY PLANNED RESIDENTIAL COMMUNITY (CONSISTING OF A MASTER ASSOCIATION AND SEVERAL SUB ASSOCIATIONS), SANCTIONED BY THE CITY OF SAN DIEGO, WAS BUILT JUST NORTH OF ROSE CANYON AND EAST OF INTERSTATE 5. ATTACHMENT A IS THE COVER PAGE OF THE APRIL 1990 ISSUE OF LA JOLLA COLONY NEWSLETTER DESCRIBING IN PROFILE THIS PLANNED RESIDENTIAL COMMUNITY. ATTACHMENT B IS AN EXCERPT FROM THE LA JOLLA COLONY DEVELOPER'S SALES BROCHURE. IMMEDIATELY ADJACENT TO LA JOLLA COLONY ARE OTHER UNIVERSITY CITY ("UC") RESIDENTIAL COMMUNITIES, SHOPPING, MEDICAL AND OTHER NON-INDUSTRIAL BUSINESS OFFICES, AS WELL AS SCHOOLS (ELEMENTARY THROUGH UNIVERSITY LEVEL) AND CHURCHES. SERIOUS MAJOR CONCERNS ABOUT NOISE, VIBRATION, SOIL STABILITY, SEISMIC ACTIVITY (ROSE CANYON FAULT IS NEARBY), FIRE SAFETY AND VISUAL IMPACTS RELATED TO ELECTRIC Poles AND WIRES, INCREASED TRAFFIC CONGESTION, DESTRUCTION OF THE COHESIVENESS OF THE UC AREA.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

CONTINUED ON PAGE 2
ATTACHED



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): MICHAEL REILLY City: SAN DIEGO State: CA Zip: 92122

Organization/Business _____ E-mail: _____

Address: 4156 CAMINITO CASSIS, SAN DIEGO, CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

THIS IS A CONTINUATION OF MY COMMENTS - THIS IS PAGE 2 OF 2, plus ATTACHMENTS A & B

(CONTINUED FROM PAGE 1)

... AND LOSS OF PROPERTY VALUES RELATED TO THE PROPOSED UC/ROSE CANYON ROUTE ARISE.

B) ROSE CANYON AND ITS OPEN SPACE PARK IS AN IRREPLACEABLE NATURAL HABITAT PRESERVE AND WILDLIFE CORRIDOR THAT THE PROPOSED HIGH-SPEED TRAIN WOULD CATASTROPHICALLY NEGATIVELY AFFECT (I.E. ADVERSELY IMPACT). THE ROSE CANYON IS CURRENTLY PEACEFUL, WITH A FEW PASSING TRAINS A DAY. THE PROPOSED HIGH SPEED TRAIN IS SUBSTANTIALLY INCOMPATIBLE WITH THE RESIDENTIAL AREA AND PEACEFUL NATURAL CANYON WILDLIFE HABITAT AND OPEN SPACE PARK CURRENTLY IN THE UC AND ROSE CANYON AREA. MANY ENVIRONMENTAL CONCERNS AND SEISMIC CONCERNS, AS WELL AS FIRE SAFETY CONCERNS ARISE.

3. IN SUMMARY, STUDY THE DIRECT DOWN I-15 TO QUALCOMM STADIUM ALIGNMENT AND NOT A ROUTE THROUGH OR UNDER UNIVERSITY CITY/ROSE CANYON!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

La Jolla Colony

Vol. 5, Ed. 2

NEWSLETTER

April 1990

Profile of an Emerging Community

■ **LA JOLLA COLONY:** it stands in the vanguard as it shapes a unique character and identity.

The demand in recent years for open space and luxurious quarters and the growth in environmental concerns have influenced construction in North University City and turned this area into some of the most expensive real estate in San Diego County as well as one of the most desirable locations in San Diego, affirm property managers, apartment managers, and realtors.

Recent demographic studies published by research organizations delineate trends that are apparent to residents in the Golden Triangle. The predictions are that California will attract several million newcomers in the 1990s despite high priced housing, traffic, and environmental problems. San Diego is listed as second highest in proportion of population that are renting, with 39 per cent renters compared to 41 per cent in Los Angeles. San Diegans rank third in percentage of people living in condominiums, following only West Palm Beach and Miami.

The five-years' young planned community of La Jolla Colony bears out this prognosis in its position at the forefront of the Southern California expansion in population and property values. Clustered in the heart of the Golden Triangle, the Colony's eleven sub-associations (five apartment complexes and six condominium associations) particularly benefit from the advantages of their special location, which provides easy access to the freeways, near-by shopping, bus service, Rose Canyon's natural habitat, and parks.

The luxuriant landscaping, with open green spaces and the harmonizing design of the

buildings, contribute to a sense of spaciousness and tranquillity in a community housing over 7,000 people, their vehicles, and pets.

La Jolla Colony is a blend of foliage-sheltered apartments, condos and homes whose residents share a common pride in the facilities of their community and a desire to add to the appearance and value of their properties. The Master Association Board, an umbrella committee representing the eleven sub-associations, operates with a remarkable lack of dissension and considerable camaraderie. The sub-associations have the reputation, in the real estate community, of being exceptionally stable and well-run by committed boards.

An elite group of people, many of them employed in the Golden Triangle corporations, are willing to pay the highest rents in the County in order to live close to a university, hospitals, schools, and neighborhood shopping. The apartment complexes in La Jolla Colony are at 100 per cent occupancy with waiting lists. Condos and homes normally sell three weeks after being put on the market. The sale prices of residences have leveled off somewhat but not to the extent of properties in North County. One source claims that the quality of the La Jolla Colony community influenced the Renaissance construction, located on Nobel Drive and currently the most expensive housing in San Diego.

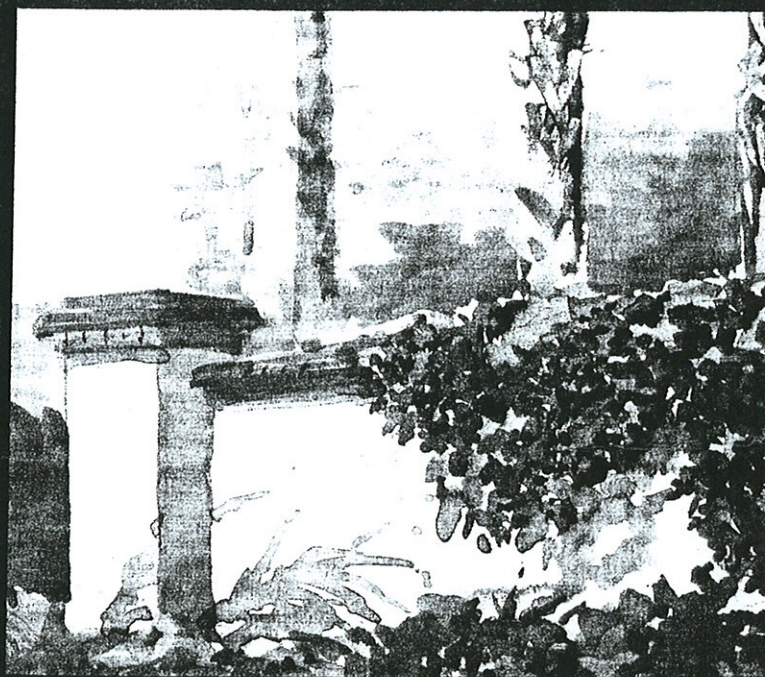
The condos and homes of La Jolla Colony, covering a price range of above average to moderately high, appeal to retirees, to first home buyers, and to those seeking an investment. Statistics support the likelihood that through the 1990s University City will continue to be a growing area. Though only five years of age, La Jolla Colony, with its mature trees and greenbelt compared to the barren newly built areas, presents the



ATTACHMENT A



La Jolla Colony



ATTACHMENT B

Planning. An important consideration for all future residents of La Jolla Colony is the lasting quality of the community.

La Jolla Colony is an approved Planned Residential Development (PRD) sanctioned by the city of San Diego. Within the framework of this approval, and in compliance with the city's planned residential development ordinance, La Jolla Colony's 225 acres make up a carefully planned development with more than 90 acres dedicated to use as landscaped open space.

Comprised by as many as thirteen distinctive neighborhoods, each of varying density, size and price range, La Jolla Colony is approved to include up to 3,594 homes. From single-family detached homes to condominiums and apartments, each neighborhood has a character all its own; yet each complements and enhances the others.

Flexibility is an important part of any long-term plan; La Jolla Colony remains adaptable to San Diego's changing needs through permissible density transfers from building site to building site incorporated within the PRD.

In its barest essence, planning is ultimately devoted to caring for the land, and the refined way of life and cultivated beauty it supports. To this end, La Jolla Colony includes a master homeowner association — the La Jolla Colony Community Association — to provide for the care of community-level landscaping and to assure uniform standards of appearance.

There is indeed a special spirit that touches every aspect of life in La Jolla Colony. It is the spirit of serendipity — the satisfaction of finding, while looking for something good, something even better.



P

lanning. An important consideration for all future residents of La Jolla Colony is the lasting quality of the community.

La Jolla Colony is an approved Planned Residential Development (PRD) sanctioned by the city of San Diego. Within the framework of this approval, and in compliance with the city's planned residential development ordinance, La Jolla Colony's 225 acres make up a carefully planned development with more than 90 acres dedicated to use as landscaped open space.

Comprised by as many as thirteen distinctive neighborhoods, each of varying density, size and price range, La Jolla Colony is approved to include up to 3,594 homes. From single-family detached homes to condominiums and apartments, each neighborhood has a character all its own; yet each complements and enhances the others.

Flexibility is an important part of any long-term plan; La Jolla Colony remains adaptable to San Diego's changing needs through permissible density transfers from building site to building site incorporated within the PRD.

In its barest essence, planning is ultimately devoted to caring for the land, and the refined way of life and cultivated beauty it supports. To this end, La Jolla Colony includes a master homeowner association — the La Jolla Colony Community Association — to provide for the care of community-level landscaping and to assure uniform standards of appearance.

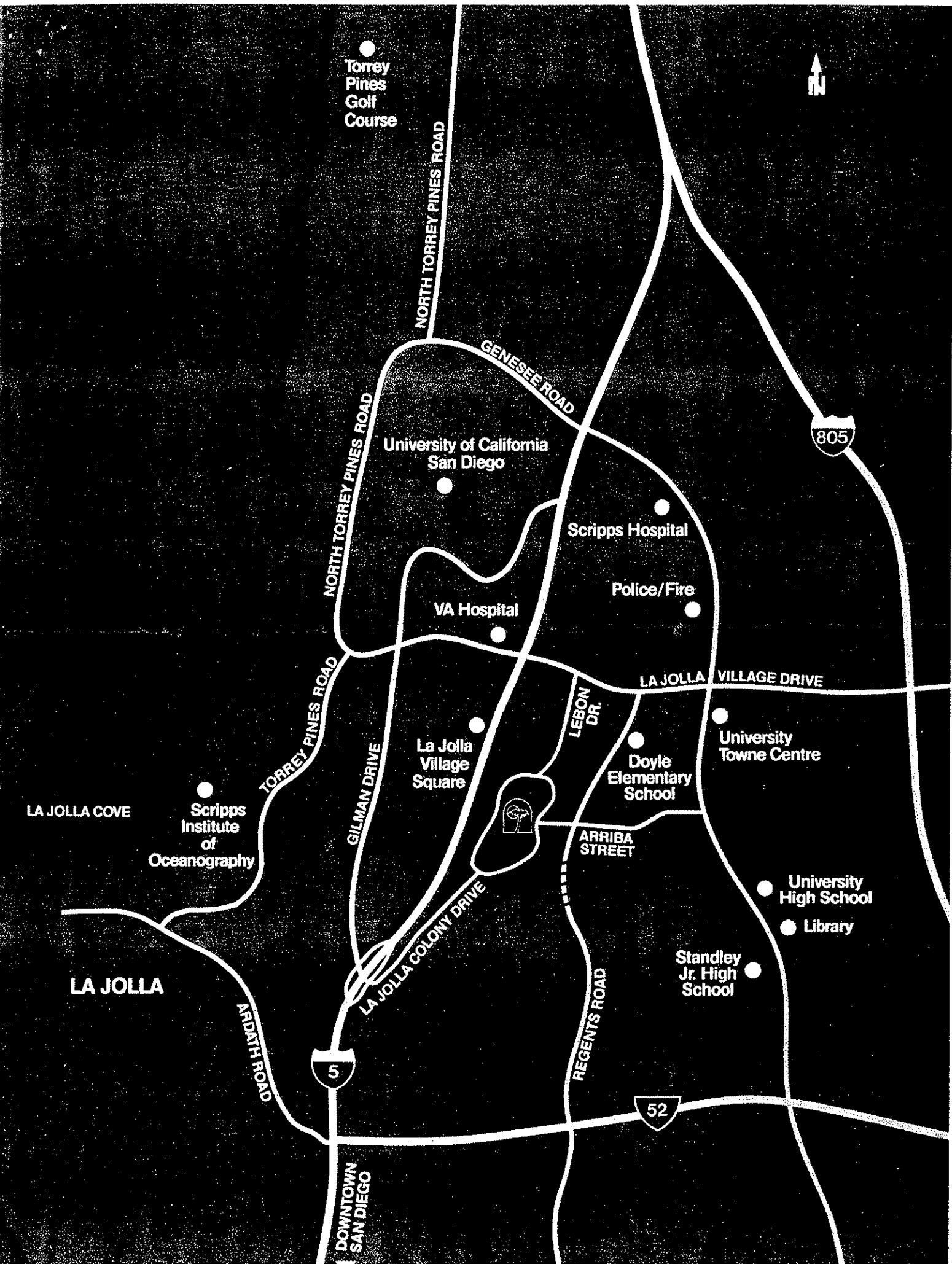
There is indeed a special spirit that touches every aspect of life in La Jolla Colony. It is the spirit of serendipity — the satisfaction of finding, while looking for something good, something even better.

GILMAN DR.

LA JOLLA COLONY DRIVE

LOT 1

UNIT 2



Torrey
Pines
Golf
Course



NORTH TORREY PINES ROAD

GENESEE ROAD



University of California
San Diego

Scripps Hospital

Police/Fire

VA Hospital

LA JOLLA VILLAGE DRIVE

University
Towne Centre

Doyle
Elementary
School

La Jolla
Village
Square

LEBON
DR.

ARRIBA
STREET

University
High School

Library

Standley
Jr. High
School

REGENTS ROAD



TORREY PINES ROAD

GILMAN DRIVE

LA JOLLA COLONY DRIVE



DOWNTOWN
SAN DIEGO

ARDATH ROAD

LA JOLLA COVE

Scripps
Institute
of
Oceanography

LA JOLLA

The value of any residential community stems in large part from the inherent value of the land itself and the quality of the planning effort which guides its development. In the case of La Jolla Colony, with its superb location and visionary planning, the values are high indeed.

To safeguard these values in the future, the plans for La Jolla Colony have provided for the establishment of neighborhood-level homeowners associations and a community-wide "master association."

As the owner of a home within La Jolla Colony, you automatically gain full membership and voting rights in your individual neighborhood association and are fully represented in the master association.

The La Jolla Colony Community Association sees to the maintenance of all community-level common areas and landscaping, such as the central green-belt system and streetscape.

The association for your respective neighborhood provides for the exclusive care of all common area landscaping and recreation facilities located within the individual project.

Apartment residents are represented through the property owner in the La Jolla Colony Community Association. As a resident of La Jolla Colony you can be assured of uniform high standards of appearance throughout the community which are financed by monthly fees from all members of their respective associations. Complete details are available at any La Jolla Colony sales office.

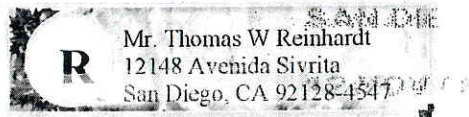






La Jolla Colony

A Bren Residential Community



Nov 12, 2009

I do not think the planned high speed train down interstate 15, would benefit our community of Rancho Bernardo.

Having lived here 22 years, the latest freeway changes increased noise. Many trees were removed and not replaced. Our community is beautiful and I do not believe the train is needed and it would create problems. Thank you, Janet Reinhardt

Kris Livingston

From: Patrick Reynolds [preynol2@san.rr.com]
Sent: Tuesday, November 17, 2009 7:48 PM
To: HSR Comments
Cc: rbnews@pomeradonews.com
Subject: LA-SD HST Section via the Inland Empire

Dear Sir:

I have recently read in my local Rancho Bernardo newspaper about the California High-Speed Rail Authority's desire to run this high speed train up the I-15 corridor through Rancho Bernardo, CA. My wife and I think this is a very bad idea for the following reasons:

1. There is already excessive highway noise coming off the I-15 freeway due to recent CalTrans upgrades. I-15 is now 6 lanes in both directions in many places with diamond lanes between the North and South sections. We live approximately 1 to 1.5 miles East of the I-15 freeway and have a constant "background roar" that only double pane windows can keep out.
2. We can see the new elevated sections of I-15 freeway from our rear windows as well as hear the additional noise that these lanes produce. One new rail recommendation is to elevate the high speed rail adding additional excessive noise to the local area.
3. There is absolutely no need for a high speed rail this far inland when there is Amtrak rail and Coaster rail already operating along the coast adjacent to I-5. The station at Oceanside is already in place to dispatch travelers rather than trying to take the line to Escondido.
4. The Sprinter rail line is already in place to connect Escondido to Oceanside as an inland to coastal link to a high speed line.
5. We need a local rail line with many stops (like a trolley) inland rather than a high speed rail line stopping at only 2 or 3 places if we need anything at all. It is too late for a trolley since I-15 has been expanded for many car lanes and taken all the right of way.
6. The taxpayers of California and San Diego County have already forked out a lot of tax money to upgrade I-15 for automobile lanes. I-15 has already been torn up once or twice to do these automobile upgrades. We don't need a third wasteful destruction of the new freeway to put rail in.
7. There is no room left along the I-15 route of way to put a rail line in without declaring eminent domain. I think destroying our neighborhoods for an unneeded high speed rail line is absurd.
8. I haven't seen how the proposed high speed rail line will cut east from University City to get through Rancho Bernardo to Escondido. I would say the only way to do this is to try and cut it across new communities in the 45 Ranch and Highway 56 areas. Also an absurd undertaking.
9. I haven't seen how the proposed high speed rail line will get from Escondido back to the West and then heading North to Los Angeles. Who thinks this stuff up ! Another absurd idea.
10. Put the high speed rail line below ground level and run it up the I-5 and existing coastal right of way from downtown San Diego to Los Angeles.

Yours truly,

Patrick and Sharon Reynolds
Rancho Bernardo, CA

Kris Livingston

From: Richardson, Nancy L. [NANCY.L.RICHARDSON@saic.com]
Sent: Friday, November 13, 2009 4:35 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

Dear Deputy Director Dan Leavitt:

I oppose the High Speed Rail through Rose Canyon. I have lived in the Rose Canyon Area for 11 years. I raised my son here and he hopes to raise his family here someday too. My son rode his mountain bike to the University City High School every school day and he rode through Rose Canyon to get there and to get home. It was his first real experience with being independent. He was always eager to share his riding adventures and what wildlife he had seen that day or any other interesting encounters he had.

Rose Canyon offers me and my family a place to spend quality together time, including hikes, bike rides, and guide lead tours to learn about the plants and wildlife that live in our canyon. My sons Boy Scout troop does hikes and volunteers time for project improvements as well as to earn badges and project work that counts towards their Eagle Scout requirements. Sometimes I like to close my eyes and just listen to the canyon sounds such as the birds chirping, the wind, and the trees, what a peaceful place. Riding bikes and walking for exercise on the street is nice but it does not compare to the wonderful experiences and memories that are created when we walk among the Rose Canyon trails.

We do have the occasional train, but it is currently at a tolerable level. I was shocked and appalled at the data presented during the High Speed Rail forum held 11/10/09 at the Town Hall, and sincerely believe that the situation would go from tolerable to intolerable. A continuous 12 foot high chain link fence would separate the canyon on both sides of the train. 134 high speed trains per day would blaze through at over a hundred miles per hour as the trains can go up to 220 miles per hour. The speaker also mentioned a plan to avoid Rose Canyon and build a tunnel 150+ feet under the neighborhood in which I live. NO WAY! What a waste of resources AND my house will shake like an earthquake starting at 6:30 am. There has to be a better plan. An earthquake fault line runs right through Rose Canyon. It would be unwise to consider building the high speed train system in an area that is a higher risk than other options. We need to consider the impact on our lives, on the wildlife in the area, and on the environment.

I strongly encourage the decision makers to a full study of a route alternative on I-15 to a station alternative at Qualcomm Stadium and it should be included in the EIR process. In addition, a route alternative that extends the I-15 to Qualcomm Stadium route down to the border should be included in the EIR process."

I love Rose Canyon, I love my neighborhood, and I love living in San Diego. While I know High Speed Rail is coming I beg that other options are considered so we may keep our quality of life and our peaceful Rose Canyon park open space.

Sincerely,
Nancy Richardson, PMP
Playmor Terrace West
858-232-2787

Kris Livingston

From: Jane E Richardson [jer@ntrs.com]
Sent: Tuesday, November 17, 2009 10:48 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I am opposed to running a high speed train through Rose Canyon, one of the few native open spaces still available for family hikes within the city limits. Please consider and study a route along the I-15 corridor to Qualcomm Stadium (which offers connections to other parts of the city via the trolley). Let's save our natural canyons for future generations to enjoy.

Thank you.

Jane E. Richardson

Kris Livingston

From: Gary Ritzman & Theresa Drouillard [ritz1@san.rr.com]
Sent: Saturday, November 07, 2009 1:38 PM
To: HSR Comments
Subject: LA - SD HST Section via Inland Empire

We reside on Caminito Cassis on the northern side of Rose Canyon. We just completed a costly extensive remodel of our home with the intention of retiring here to enjoy the nature and peace of the canyon. Your plan will destroy that dream. Our property value will plummet. **We are absolutely opposed to the HST plan route through UTC and Rose Canyon.**

We urge you to complete the study of using the I-15 route. It is more economical and will cause less damage to the environment and to existing properties. It is difficult to imagine how this project will ever be profitable or how many people will even use the train. We see the Coaster and Amtrak trains go by virtually empty all the time.

Once again, hear our voices: **we do not want this destruction of Rose Canyon to proceed. Use the I-15 route!**

Gary Ritzman & Theresa Drouillard

Kris Livingston

From: Allan [allanrbrts@gmail.com]
Sent: Monday, November 16, 2009 11:36 AM
To: HSR Comments; rosecanyon@san.rr.com; JerrySanders@san.diego.gov;
benhueso@san.diego.gov
Subject: HSR

To Whom It May Concern:

I'm flat out against moving the HSR line to follow the 15 to Qualcomm from the current proposed route through UTC/Rose Canyon, mainly for the following reasons:

- * Improvements to the trolley lines (tunneling, canyoning, raised rail) through around I-8 to downtown are to be included as part of the building of the HSR line. If the HSR line is moved to the I-15 we will lose all of the improvements to the trolley lines which are designed so traffic would no longer be affected by rail.
- * UTC is the 2nd largest business center outside of downtown, and should be served by rail.
- * The council has already approved for the new Westfield/UTC to serve as the area's transit center. The dollars spent are to be incorporated in the rebuilding of Westfield, and is to include a rail stop.
- * The Mid-Coast Extension of the Trolley is to follow the same lines from Old Town to UTC, and is scheduled to take advantage of the HSR construction so that it could all be done at the same time to lessen the financial burden. Should the HSR be moved, the Mid-Coast extension will most likely not happen.
- * Downtown should have a direct stop on the HSR line.
- * Traffic in the Qualcomm area is already a nightmare. Should this serve as a future terminus for HSR the traffic problem will only increase.

Please make sure the current proposed line remains as the preferred route for the future HSR.

Allan Roberts

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Delia Rose [delia_rose56@cox.net]
Sent: Wednesday, October 14, 2009 12:01 PM
To: HSR Comments
Subject: High-speed rail

I don't understand the necessity of building a high-speed rail in this state at this time for 8,500,000,000.00 when our infrastructure is failing and we need to replace our levee system which is far more important. I heard the governor talk about how bad the levees are and what would happen if they start to fail.

I really don't care what Japan or any other country has.

We need to get our priorities in order and do the most pressing improvements first!!

Sincerely,
Delia & Ed Rose
Escondido

Kris Livingston

From: gerbal awe [gerbalawe@hotmail.com]
Sent: Monday, November 09, 2009 10:08 AM
To: HSR Comments; gerbalawe@hotmail.com
Subject: Oppose high-speed rail through Rose Canyon

Hello:

I am writing to oppose the proposed high-speed rail through Rose Canyon, because I believe it will be extremely damaging to one of the only open spaces in San Diego, will bring huge noise and visual impacts to the citizenry living nearby, and will not be an effective route.

I strongly urge you to consider the alternative I-15 route to Qualcomm, and to do a full study of this alternative route, which makes more sense because it would be less environmentally damaging, and would intercept more possible ridership.

I really don't understand why anyone is considering a high-speed rail in the 1st place, by the way. It seems to me that with the push to live in a more green manner, to have people living near where they work, this is destined to be a big money loser.

M. Rosenber
Caminito Dia
San Diego 92122

Hotmail: Trusted email with powerful SPAM protection. [Sign up now.](#)

Kris Livingston

From: Lisa Ross [lisa@lisaross.com]
Sent: Tuesday, November 17, 2009 8:26 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High Speed Rail Route

Lisa Ross
12845 Silver Acacia Place
San Diego, Ca 92130
(619) 838-7999
lisarosscommunications.com
lisa@lisaross.com

High Speed Rail Authority
November 17, 2009

Board Members:

By way of introduction, I chaired the SR56 Task Force, served on San Diego Community Planning Boards for over 15 years and was a member of the Transportation Subcommittee of the San Diego Regional Chamber of Commerce for many years. My comments regarding a proposed route for the high speed rail reflect my views and not the official position of any organization.

San Diegans spent the past several decades working to balance environmental, community, housing and infrastructure needs through intense negotiations, litigation and ballot measures to attain what has become a national model in environmentally sound land use planning.

The most significant achievement has been the preservation of some of the nation's most endangered habitat within an urban environment while providing much needed housing and commercial development. This achievement has been hard won and involved countless time and energy commitments from a diverse group of stakeholders throughout San Diego.

It is no exaggeration that a herculean effort produced San Diego's General and Specific Plans.

Among the highest quality preserves are Rose Canyon, Los Penasquitos Canyon and Los Penasquitos Lagoon. Any proposed rail line through these areas would destroy some of the nation's most important habitat and certainly run counter to the will of San Diegans who have expressed their will to preserve habitat in San Diego through every available means, including through the ballot.

For those of us who support the efforts of alternative transportation including high speed rail, any alternative that would involve costly delays due to organized opposition because of environmental and community concerns, I strongly urge the High Speed rail Authority to consider alternatives to a coastal route through Rose Canyon and Los Penasquitos Lagoon.

Thank you for your consideration,

Lisa Ross
www.lisarosscommunications.com

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009

ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7 10:15 15:5 wanted 12:12,15,16 17:11 wants 15:7 war 9:9 warranted 8:16 washed 3:17 waste 3:6,9 9:20 17:6 water 7:20 way 7:23 10:21,25 11:22 14:5,6 17:3 ways 6:5 11:12 went 13:6,10 Westfield 10:12 we're 3:8 5:4 6:22 6:24,24 7:1,1,24 8:13,14 9:1,3,4,8 9:24 12:19,21,22 14:24 16:8 we've 8:1 9:23 wheelchair 13:21 whereof 18:12 wildlife 8:6 witness 18:12 wonderful 10:11 13:4 wooden 5:2 work 13:25 14:4 worked 13:22,22 world 4:1 15:17 worried 10:8 wouldn't 7:15 wreck 10:23	2009 1:15 2:4 3:1 18:13 28-day 5:7 <hr/> 3 <hr/> 3 2:11 3:00 2:4 340 2:2 395 10:24 <hr/> 4 <hr/> 4 4:17 <hr/> 5 <hr/> 5 2:13 50 3:16 <hr/> 6 <hr/> 6 2:14,15,16 <hr/> 7 <hr/> 7 2:17,18 7:00 17:20 <hr/> 8 <hr/> 8 2:19 <hr/> 9 <hr/> 9 2:20 9190 2:11 92067 2:12			
<hr/> X <hr/> X 2:9 <hr/> Y <hr/> Yeah 17:5 years 3:14 8:5 9:2 11:11 13:16 <hr/> 1 <hr/> 10 2:21 4:18 100 3:13 11 2:22 12 2:23 12959 1:24 2:5 18:16 15 1:15 2:4 3:1 7:7 8:4 11:8 15:5 16 2:24 1880s 4:4 <hr/> 2 <hr/> 20 11:11				

Kris Livingston

From: Patrick Rye [patrick.rye@gmail.com]
Sent: Wednesday, November 04, 2009 8:32 PM
To: HSR Comments
Subject: High speed rail

Make it happen. I cannot wait.

I live in San Diego and I am all in favor of whatever route you choose (though I would prefer the Rose canyon route).

Thanks

Patrick Rye
7904 Caminito Dia
San Diego, CA 92122

Kris Livingston

From: Deborah Sampson [dsampson@eusd4kids.org]
Sent: Friday, October 30, 2009 11:14 AM
To: HSR Comments
Subject: "LA-SD HST Section via the Inland Empire"

I'd like to know the current, proposed route through Escondido, please.

Deborah Sampson

Kris Livingston

From: Valerie Sanfilippo [sanfiv@yahoo.com]
Sent: Tuesday, November 17, 2009 4:09 PM
To: HSR Comments
Subject: Rose Canyon v RR

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Valerie Sanfilippo
SEIU, Sierra, Move On

Kris Livingston

From: Valerie Sanfilippo [sanfiv@yahoo.com]
Sent: Monday, October 12, 2009 6:01 AM
To: HSR Comments
Subject: Rose Cyn

impacts for nearby resident

- **Up to 134 trains per day** (every 5 minutes during 6–9 PM and 4–7 PM peak hrs)
- **Two new high speed rail tracks on the north side of existing tracks**
- **Multiple overhead wires supported by many large poles** (like the trolley)
- **12 high chain link security fence, retaining walls on slopes, and noise**

Speak up now to insist on the full study of alternate routes

Say No to high speed rail in Rose Canyon

Insist they do a full study of the I-15 to Qualcomm Stadium route. Previous studies have shown this route has many advantages over the Rose Canyon route (faster, cheaper, better ridership, less noise impact, no impact on Rose Canyon Park).

We do not oppose High Speed Rail—we do oppose it through Rose Canyon

Why is it important to speak up now?

The HSR Authority is gathering public comments to make a crucial decision: which routes they will study in depth in their upcoming Environmental impact Report (EIR) on the LA - San Diego section of the statewide HSR system. They are not currently planning to include the I-15-Qualcomm route in the EIR.

Possible routes

The HSR line will come through Riverside County and down I-15 with a station at Escondido. From there, the alternatives are:

1. **Straight down I-15 to Qualcomm Stadium.** Speak up now to insist they do a full study of this alternative in the upcoming EIR.
2. **From I-15 coming west through Carol Canyon or along Miramar Road, entering Rose Canyon off Miramar Rd well east of 805 and running beside the existing tracks all the way through Rose Canyon,** turning south just east of I-5 to the airport and/or Santa Fe depot. This is the current "preferred route."
3. **A vague new proposal for a 150-ft. deep double track tunnel from Carol Canyon or Miramar Road with a huge station under UTC; the tunnel would emerge into Rose Canyon somewhere west of Genesee.** No estimates of the feasibility, cost, location and impacts on homes and Rose Canyon Park have been disclosed to the public.

Oppose high speed rail through Rose Canyon and support full study of the I-15 to Qualcomm route.

Submit

Ms. Valerie Sanfilippo, BA
SDSU, SEIU, Sierra, Move On



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): MARIA I. SANTOS City: _____ State: _____ Zip: _____

Organization/Business _____ E-mail: _____

Address: 10192 CAMINITO MULEGE, SAN DIEGO, CA 92126

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Environmentally this will be good for the community and the environment and the frequent commuters. This is a brilliant idea but I just have my concerns.

My concern is the market value of my property, Relocation impact, Acquisition impact and Land use issue.

I would like to be notified / informed on the current update on this project.

* Please include the I15 to Qualcomm route in your DEIR study *

* Addition *

ORAL COMMENT
See Transcript.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6	metropolitan 23:7	number 6:12,21	people 7:15 8:10	13:18 14:8,19
Lippe 2:21,22 14:23	Midland 20:16	13:7 14:3,7,19,21	11:4 13:11 16:7	19:12
16:19	mile 20:13	16:7 22:11	16:17 18:6 19:16	prospect 14:1
Lisa 3:5 23:16	miles 21:25	<hr/> O <hr/>	19:18 20:20,24	protect 9:7
listed 21:18	million 22:12	October 1:15 2:4	21:1,14 22:1 23:2	protected 7:7
literally 16:16	minutes 20:13	4:1	percent 11:3 15:5	protection 9:4
little 20:4	Mira 22:7,13,24	Okay 8:20 9:10	perfect 17:16	protest 22:21
live 18:3,21 19:5	23:2,3	Olguin 1:24 2:4	person 4:23	proximity 16:4
23:2	Miramar 5:13 6:5	24:3,15	personally 4:23	public 1:6 2:1 4:22
living 5:3	13:16 18:18 23:1	once 5:24 15:7	10:11 11:1	pure 23:1
located 18:9	23:3	18:20	Philadelphia 20:7	pursue 17:1
location 7:4 14:19	Mirosalva 1:24 2:4	Ontario 12:23	picked 19:17	put 15:13,20 19:15
18:24	24:3,15	open 6:15 11:23	Pines 4:11,20	21:10 22:12
London 20:12	mission 4:6 8:4	opening 4:5	place 6:18 16:6	putting 16:8
long 10:21 14:4	17:16	operated 20:16	18:20	p.m 2:4 23:25
17:24	Mitchell 2:16 10:10	operates 20:11	placed 15:9,25	<hr/> Q <hr/>
longtime 4:3	10:11	operation 4:18	places 20:7	Qualcomm 6:8
look 5:16 15:4 19:6	money 10:23 22:14	operators 4:14	plan 4:12	11:13 12:24 13:17
looking 4:21	move 18:19	opinion 13:5 14:6	planning 4:18 11:10	17:1,18,21 18:18
loop 21:23	movement 9:1	opposed 5:1	platforms 12:6	23:19
Los 19:15	MSCP 6:14	option 6:8,12	playing 10:5	quality 18:2,21
loss 6:3	multiple 17:7	order 15:13	please 14:21 17:19	question 17:5,7,8,9
lot 10:22 12:12	murder 19:17	order 15:13	point 5:21 18:8,13	17:10,10
19:16,18 21:1	M.D 2:21 14:23	organizations 8:22	18:15,18 19:5	quicker 20:8 21:5
lots 8:22	<hr/> N <hr/>	originally 13:18	points 12:8	<hr/> R <hr/>
Lynch 3:3 19:7	N 2:9 3:1	Only 20:18	poles 5:17 12:9,9	rail 6:10,17 7:2 10:1
L.A 12:20 14:4	name 5:19 9:23 10:2	outbidding 4:13	13:13 15:20 17:8	10:6 14:1,16
<hr/> M <hr/>	10:10 11:2 13:24	outstanding 19:9	19:2	16:24 17:5,6,12
M 2:11 4:3	24:12	overdue 19:10	police 22:18	18:4 19:1,8,24
main 16:2 21:6	Nancy 2:17 11:2,2	overhead 15:17,20	pollution 6:23 15:16	20:1,22 21:5,6,10
maintained 18:2	natural 15:10 19:2	17:7	populated 6:22 8:20	21:12 22:4,5,13
maintenance 12:17	nature 16:21	overloaded 18:10	8:21	22:23
12:19	near 8:5 10:2 14:8	overpopulation	population 18:22	railroad 10:16
major 23:21	23:3	22:20	populous 22:7	railway 15:7,24
majority 15:4	necessary 12:16	owner 6:6	possibly 15:23	random 16:15
making 14:17	18:6	<hr/> P <hr/>	potential 8:3 15:12	read 9:21,22
mall 14:20	need 8:10 9:17 14:3	P 2:13 6:7	power 19:2	real 16:5
manager 4:4,8	16:25 17:25 22:17	PAGE 2:10 3:2	preferred 11:13	realistic 14:25
manner 22:25	22:25	Paris 20:12,18,18	preparation 6:9	really 9:13 11:18,20
Maria 2:12 5:19,19	needed 9:12 10:21	park 6:15 11:22,23	present 4:12	12:1 15:1 19:8,21
mark 17:5,7,8,9,10	13:22 14:6 19:18	13:9 14:12	Presently 17:3	19:24 20:3,3
17:11	19:24	Parker 2:14 7:1	pressure 17:18	reason 21:4
market 5:24 6:3	needs 9:16 22:23	parking 12:15,15	previous 11:16	reasonable 22:25
mass 7:11	negative 6:19	14:20	pre-existing 15:13	reasons 9:18 11:4
Massachusetts 20:8	neighborhood 22:6	Park/Preserve 6:15	15:25 16:4	13:6 18:3,9 21:2
matter 8:18 19:4	22:7,8,9,19 23:15	part 6:14 8:3	prices 18:5 21:3	reconsider 14:21
mean 10:20 20:5,5,6	Nell 2:13 6:7	particular 16:3	probably 5:2 23:14	18:24
22:1 23:2	new 17:5 20:2	parts 7:14	problem 7:17 8:2	record 24:9
medical 12:24	noise 6:23 11:19	party 17:20	18:8,12 19:22	Records 21:19
medicine 17:19	13:7 15:16 17:14	pass 15:5,17	problems 18:11	recover 15:9
MEETING 1:6 2:1	19:2	passenger 16:6	proceedings 24:6,10	redirected 22:14
meets 7:10	north 7:16 9:24	passing 18:23	process 9:2,12,15	reduction 20:19
mention 13:8	16:22 17:6 21:25	path 14:5,5,8	produce 15:15	region 7:18
mentioned 9:18	23:2,23	patrols 22:18	profit 15:3	regular 20:4,8
Mesa 22:7,13,24	Northern 21:8	pay 16:18	program 11:16	relocation 6:1,2
23:2,3	noted 21:5	peak 11:20	project 5:21 11:3	reopen 13:16
met 15:23	noticed 20:18	Peggy 2:23 17:22,22	promises 5:5,15	
			proposed 6:12 13:3	

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Fred Saxon [fsaxon@gmail.com]
Sent: Monday, November 16, 2009 10:21 PM
To: HSR Comments
Subject: LA-SD High Speed Train via Inland Empire

Please don't destroy the beautiful Rose Canyon and DO look at other alternatives for the high-speed rail. The i-15 corridor is already a direct shot to the Qualcomm Stadium which could serve as a hub for East/West trains and further South. Additionally, less environmental impact, safer, and less costly. It's a no-brainer.

There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route. Thank you.

Sincerely,
Fred Saxon
3466 Millikin Ave.
San Diego, CA 92192

--

Kris Livingston

From: David Sayre [david.sayre@sbcglobal.net]
Sent: Friday, November 13, 2009 1:09 PM
To: HSR Comments
Subject: LA_SD HST Section via the Inland Empire

I picked up the local Rancho Bernardo newspaper in my driveway this morning and was shocked and appalled to read on the front page that you are planning on building a train in my backyard. If I don't lose my house due to eminent domain in the next five years, your plan will at the very least destroy my property value. Why spend millions of dollars widening I-15 then turn around and build a train next to it? This is a total waste of money and makes absolutely no sense.

Remember, this is a fixed rail train. Once these people get down here from wherever, they will still have to take a cab or rent a car to get around. This idea is coming from a state that can't even meet its payroll. This idea is coming from a state that has to withhold more money from my paycheck just to make ends meet. I was planning on selling my house and retire in about five years and use the proceeds to pay cash for a house outside of California. I won't be able to afford my house payment when I retire because the recent recession all but destroyed my chance at a decent retirement. This plan would all but destroy my life and I'm sure countless thousands of other lives. For what, the benefit of a few thousand others? We have a severe water shortage in Southern California. Why don't you spend this money on solving that problem? I will fight this project to the very end and will support any and all lawsuits that I am sure will be forthcoming. If we can't stop this project, maybe at least we can slow it down.

Sincerely,
David Sayre
San Diego (Rancho Bernardo), CA

Kris Livingston

From: myprombs [myprombs@aol.com]
Sent: Monday, November 23, 2009 9:02 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

We respectfully demand a full study of the I-15 to Qualcomm Stadium route.

It makes no sense to disturb a quiet pristine neighborhood and Rose Canyon views with high-speed rail when there is a concrete filled route in existence along the I-15.

I live right on the canyon and I support the wildlife and scenic value of leaving it alone. However, I strongly support HSR, especially in reducing freeway congestion. Therefore, I think it would be best to position the SD route along the I-15 where the environmental impact will be less and to set an example that rail is the preferred mode of travel for the future. Freeways must not be off-limits to sharing their routes with rail travel, especially if the alternative is to destroy additional land.

MB Schapiro



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): William J. Scheffel City: San Diego State: CA Zip: 92122

Organization/Business: Self E-mail: WScheffel@San.DR.com

Address: 3094 Mercer Lane

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

I would like to comment on the high-speed rail system currently being planned for Rose canyon in San Diego.

- 1) In the EIR/EIS planning process why is the I-15 alignment (Ref. 2005 EIR trolley connection) to Qualcomm center no longer being considered? This route has many advantages which are still valid. Why is this consideration now being rejected?
- 2) Has consideration been given to avoiding Rose canyon? Rose canyon consists of irreplaceable park land and is a habitat & wildlife corridor to many animals. A thousand foot corridor for the train would impact much the Rose canyon land.
- 3) Are you considering the noise impact? More than 120 trains per day would present a noise problem for the canyon residents, UC High School and users of the Rose canyon park.
- 4) What are the impacts on Rose canyon due to the tunnels planned? What is the cost of construction of the tunnel system, where does the tunnel begin & end how large (length X width) is the planned tunnel system that will accommodate four tracks? Where in Rose canyon is this to be placed?
- 5) What consideration is being given to the visual effects? A multiple pole catenary system (wires and poles) will not be very attractive in Rose canyon. Will the catenary system be contained within a 12 foot high fence to keep the public out? These systems do not seem very attractive for a natural park setting in Rose canyon.
- 6) Where is parking for the UTC station to be placed? What is the size of the required parking lot? Have you considered the increased development around the parking spaces?
- 7) Where is the train storage & maintenance station to be sited? Will repairs be done during the evening at this station? Is such a station being considered for Rose canyon?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Barbara Scheidker [bscheidker@hotmail.com]
Sent: Tuesday, October 13, 2009 9:54 AM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: Rose Canyon is not the place for HSR

I am a firm supporter of high-speed rail and I want to see it available in San Diego.

Rose Canyon is not the right place for HSR, however. It is a beautiful natural treasure that I and many people from around San Diego go to for peace and quiet amid our big city. It is the location of an important watershed, and part of our biological heritage that we want to pass on to future generations. There are also houses right on top of the canyon walls on one side, and condos on the other. I do not live in one of them, but I am saddened that my friends who do might experience the noise of HSR on an almost constant basis.

We need to have a full EIR of the I-15 route, ending at Qualcomm Stadium. This would be a much better route on an environmental level, and also avoid the noise issue for so many of my neighbors.

Thanks for listening,

Barbara Scheidker
6465 Cascade St.
San Diego 92122

Your E-mail and More On-the-Go. Get Windows Live Hotmail Free. [Sign up now.](#)

Kris Livingston

From: Vince [vince@san.rr.com]
Sent: Tuesday, November 17, 2009 9:08 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To whom it may concern:

We adamantly *Oppose High Speed Rail through Rose Canyon !*

A full study of alternative routes, including the I-15 to Qualcomm Stadium route must be provided as part of the environmental review of this project.

Rose Canyon is a precious regional resource which must be protected. Placing the high speed rail line through Rose Canyon will result in significant, unmitigable impacts to wildlife movement and corridors, the MSCP, water quality, and local ambient noise levels. California Gnatcatchers and other federally-listed T & E species will also be adversely affected in a significant, unmitigable manner by edge effects extending far beyond the limits of the HSR corridor.

**Vincent Scheidt
Melissa Scheidt
3158 Occidental Street
San Diego CA 92122**

Kris Livingston

From: Alice Schilling [atsdrs@san.rr.com]
Sent: Saturday, November 14, 2009 12:55 PM
To: HSR Comments
Cc: Alice Schilling; Don Schilling
Subject: LA-SD HST Section via the Inland Empire

After attending a local scoping meeting this week I am moved to write to the HSR Authority to demand considering routes other than through Rose Canyon in the San Diego area. I am appalled that this route is even being considered. To put a HST through Rose Canyon would be devastating in many ways. Some of the reasons include the following:

1. The negative impact of a HST through this precious natural resource is immeasurable. As an educator I try to instill in my students a sense of stewardship for the environment and preservation of green space in urban and suburban settings. San Diego canyons are priceless as both sources of recreation and education. Many San Diegans from the immediate area as well as the entire city use this open space daily. Walkers, runners and cyclists use it to avoid roads filled with cars and to enjoy its peacefulness. Several schools use it as a living lab for California ecology. Native plants and animals thrive here and deserve being preserved.
2. Many of us bought our homes because of the canyon setting and cherish the qualities of living on its rim. We have paid a premium to live here, never thinking that the state would want to destroy this setting. This is a high density neighborhood setting with families. This is not an industrial nor business area. The visual and auditory quality of life here would be greatly diminished with the HST running through our canyon.
3. Instruction at UC High School would be significantly disrupted by both the construction and the running of the HST passing so close to it. As a teacher I am very sensitive to the preservation of the quality of education.
4. As there is a major earthquake fault running through Rose Canyon, which is predicted to have a major event in the next 20-30 years, it seems extremely unwise to build a multi-billion dollar project on such shaky ground.
5. Californians, and particularly southern Californians, love their cars and will not give them up easily. I highly doubt that the riders on such a train would pay for it entirely and that it would require on-going government subsidy. Our city and state have other needs that exceed the need for this train. But that's another whole discussion.

I urge you to consider this route with great care and respect for the quality of life of the people who live, work and play here. Our concerns are real and worthy of your respect. Please don't irreparably damage our canyon.

Alice Schilling
4035 Caminito Cassis
San Diego, CA 92122
atsdrs@san.rr.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Rita Schipper City: San Diego State: CA Zip: 92122
Organization/Business _____ E-mail: rschipper@san-rr.com
Address: 3974 Camino Lindo

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I ride the MTS buses in San Diego and I have experienced the faulty planning that MTS and SANDAG already have done. You keep changing things for the worse and I see this HSR as just another example of that. The government bureaucrats are all for it because it keeps their job security alive, but they do not think of us little people who eventually will have to pay the way with higher taxes and falling wages. I am the person you are targeting to ride this new system and I won't, so who are you going to get to ride it? You'll end up with a 50 billion dollar system that no-one rides and meanwhile traffic will only be worse on the freeways. Why not spend the money more wisely to improve the current transportation infrastructure instead of creating a whole new mess that will suck the blood out of our state? I urge you to reconsider this boondoggle and listen to the people for a change, instead of the rich developers, government bureaucrats, and politicians.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Sidney Schipper City: San Diego State: CA Zip: 92122
Organization/Business _____ E-mail: sschippe@san.ra.com
Address: 3974 Camino Lindo San Diego, CA 92122

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The state is bankrupt, no one is buying the bonds from the 10 billion dollar bond issue approved by the voters and yet you still propose to spend 50 billion dollars building a train system that will only lead to further government subsidies and cost. Of the 19 such systems world wide only two pay for themselves. What makes you think that in California the land of the "freeway", that your system could ever pay for itself. The 10 billion could be spent much more cost effectively by just improving the current ~~inf~~ transportation infrastructure. The current train from San Diego to LA could be improved to take only 2 hours, which is not much more than your 1 hour 20 minutes and the cost would be significantly less. Rapid Bus Transit lanes could be added to I-5 and I-15 for significantly less money than the 50 billion you are proposing. We are already bankrupt and you are proposing to bankrupt our children and grandchildren also. Shame on you! I know that the rich developers want this just so they can get richer and leave us poor folk footing the bill. The politicians are in bed with them so I'm sure my protests will fall on deaf ears, but at least I have the satisfaction of being able to sleep at night. How can you?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Sid Schipper [sschippe@san.rr.com]
Sent: Sunday, November 08, 2009 4:35 PM
To: HSR Comments
Subject: LA-SD HST

I want to express my opposition to the proposed route for the High Speed Rail between LA and San Diego. The route would go through Rose Canyon, which is a beautiful area to walk and enjoy the outdoors. The train already goes through it, but the increased train traffic due to the high speed rail would devastate Rose Canyon and cause much hardship to many of the people living in the vicinity. The alternate route down the I-15 corridor to Qualcomm Stadium seems to make a lot more sense as that route is already used to the large amounts of car traffic on I-15 and adding new train traffic would not have as devastating an effect.

I urge you to reconsider that route.

Thank you,

Sid Schipper
3974 Camino Lindo
San Diego, CA 92122

Kris Livingston

From: Cynthia Schofield [cschofield@san.rr.com]
Sent: Sunday, November 01, 2009 12:50 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

Attention: Mr. Levitt

Surely **any of the other routes mentioned** for the rapid transit would be preferable to **Rose Canyon**. A huge population of University City, La Jolla and south would be more than adversely affected. Furthermore, the real estate of half of San Diego, including UCSD and the Golden Triangle, would rapidly deteriorate! A route closer to the coast would be more applicable and the scheduled 15 minutes should be increased to 0.5 to 1 hour.

Cynthia B. Schofield, MPH, MT Microbiology Technical Supvr. (Retired)
Systems San Diego, CA

VA San Diego Healthcare

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
ESCONDIDO CENTER FOR THE ARTS

THURSDAY, OCTOBER 15, 2009
ESCONDIDO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Escondido Center for the Arts, 340 North
3 Escondido Boulevard, Escondido, California, on Thursday,
4 October 15, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	Glenn E. Roy - Ferrocret Co.	3
	P.O. Box 9190	
12	Rancho Santa Fe, CA 92067	
13	Robert Cook - Resident	5
14	Lynn Tagge - Resident	6
15	John Brindle - Resident	6
16	Mike Chandler - Resident	6
17	Andrea Chandler - Resident	7
18	Mike Jones - Resident	7
19	Beverly Jones - Resident	8
20	Andrea Seavey - Resident	9
21	Lynn Parrish - Resident	10
22	Ellen Flouire - Resident	11
23	Jacquelyn Borden - Resident	12
24	Havelica Amago-Melbol - Resident	16

25

1 ESCONDIDO, CALIFORNIA, THURSDAY, OCTOBER 15, 2009

2

3 GLENN E. ROY - FERROCRET: My name is Glenn
4 Edward Roy. I'm with a Mexican company, Ferrocret. We
5 are a start-up that is producing concrete products using
6 an aggregate that's a waste product that's extracted
7 from the earth. We are located in Cananea Sonora,
8 Mexico, and we're there because it's one of the sources
9 for the largest deposits of the waste product called
10 scoria, in Spanish, which, chemically, is calcium
11 siloxane.

12 It's abundant. It's in huge man-made
13 mountains that have been accumulating for the last 100
14 years. It's considered an environmental hazard only in
15 the sense that it's a visual blight. Basically, it's
16 chemically inert. Our cost is approximately 50 U.S.
17 cents per metric ton, grated, washed and delivered. And
18 we feel we have a very good opportunity to manufacture
19 all manner of precast concrete products using the
20 scoria.

21 In this case, we want to make everything from
22 manholes to parking structures, affordable precast
23 concrete housing, but especially concrete railroad ties,
24 in Spanish, durmientes de concreto. So Cananea is the
25 place because it's the site of the third largest built

1 copper mine in the world. It has excellent rail access,
2 north and south. South is at the Mexican heartland and
3 north across the frontier into the United States via a
4 rail system that was developed in the 1880s and is now
5 in a state of disrepair. But there's great hope that
6 much of that can be rebuilt as a supply line to bring in
7 goods, when the economy recovers, from China, the
8 Pacific Rim and to enhance the Mexican rail system and
9 the U.S. rail systems in the U.S. national region.

10 So, our purpose here today is to see if we can
11 get the audience we can serve through the California
12 High-Speed Rail Authority. I have spoken with Anthony
13 Daniels and, maybe, Marshel, people who are involved in
14 the project, the planning, the providing the
15 rights-of-way, the vendors, everything that would have
16 to do with getting this project underway, including bond
17 indebtedness, if voters approved, November 4, for, I
18 believe, 10 billion dollars.

19 So we are in it for the long haul. We want to
20 provide all the ties. We do have a good track record
21 with Union Pacific. They've already told us that they
22 would ship all of our ties to their job sites free of
23 cost. We are also looking at to curry favor with
24 Burlington Northern Santa Fe, another major player here
25 in the rail systems of California. But this high-speed

1 rail is definitely going to require concrete ties, and
2 not wooden.

3 So to that end we want to supply every
4 concrete tie. And we believe we're in the best position
5 to do so because we have the best costs. I have a
6 method also -- a proprietary method of achieving a
7 28-day cure, for concrete, in six to eight hours, and
8 that means very rapid demoldings. So the concrete
9 long-line system can produce railroad ties, or sleepers,
10 as the Brits call them. We are looking at, instead of
11 one eight-hour shift with a four-hour cleanup, two
12 ten-hour shifts with a four-hour cleanup. Running two
13 lines we can then double the capacity and produce
14 approximately a mile of ties per day.

15 That's my spiel. That's the story. I'm
16 hoping today will be a good opportunity to meet some of
17 the people who are making the planning happen and see if
18 we can progress from here. Thank you very much.

19 ROBERT COOK - RESIDENT: I would just like to
20 mention the area between Escondido and Riverside, to do
21 a really extensive environmental study, because that
22 area is rich in minerals and gems and, also, its
23 elevations are extreme. And the -- what else do I want
24 to say. I want to add something to that.

25 That the environment is extremely sensitive

1 between that area. I just want to make them aware of it
2 in case they're not -- they're not from this area. They
3 might not be aware of those things.

4 LYNN TAGGE - RESIDENT: There are two possible
5 ways through Escondido. If down the freeway is chosen,
6 please take care with noise abatement to protect the
7 houses that are on the ridgelines. If the choice is on
8 Centre City Parkway, please take care to address traffic
9 concerns and also vibration from a high-speed train
10 passing through near to the houses on either side.
11 That's all.

12 JOHN BRINDLE - RESIDENT: My comment is it
13 would be helpful if there was some guidance as to how
14 the high-speed rail should be incorporated into local
15 general plans at this time. Many of us are doing
16 general plan updates and we don't want to neglect an
17 important consideration and we don't want to go too far.
18 So it is helpful to get some input so everybody along
19 the line is treating it in the same manner and at the
20 appropriate time.

21 MIKE CHANDLER - RESIDENT: I'm very concerned
22 about the amount of money we're spending. The
23 schools -- we don't have enough money for schools.
24 We're laying teachers off. We're letting people out of
25 prison because we can't afford to keep them in prison.

1 And we're spending money on -- we're talking about
2 spending money on a train that I don't believe anybody
3 is going to ride. I think I just summed it up. I don't
4 like the noise either.

5 ANDREA CHANDLER - RESIDENT: First and
6 foremost, I am concerned about the noise and the visual
7 impact from my backyard. My property abuts Route 15. I
8 don't really see how the project will be cost effective
9 because I don't believe enough people will ride it to
10 pay for it. And I don't want to have to pay more than
11 the bonds that are -- that have already passed for a new
12 train.

13 But I'm very concerned about my property
14 value. And, I guess, if they were to put the train
15 underground, I wouldn't be as opposed to it. But I
16 still have a concern about the monetary aspect. We have
17 a lot of issues in this state and in this County that
18 are going to cost us a lot of money. And I don't think
19 that this project will be cost effective. Jails,
20 schools, our water pipes, some of the basic
21 infrastructure, firemen, police, all of that has been
22 diminished. I feel we should be spending our money that
23 way. Thank you.

24 MIKE JONES: We're upset because of the impact
25 it's going to have on the people that live along the

1 corridor. And we've just learned that the coastal towns
2 have said, "No. We don't want it there, where there
3 isn't a rail system." They want to move it inland.

4 We live along the 15 corridor. We just spent
5 years having it expanded and, seeing how that growth has
6 affected the wildlife in the area and the noise level
7 and all the growth, now they want to put a high-speed
8 train next to that. It's going to further impact the
9 noise along the inside corridor.

10 We feel like for every person that does use
11 it, there's going to be many more people that are
12 negatively impacted so -- and the cost. We feel like,
13 you know, the city, state, our government, we're kind of
14 going broke. And now we're spending millions of dollars
15 to move people up and down the coast. We just don't
16 feel like that's warranted.

17 One thing I just thought of, the airports.
18 They screen for terrorists. And this is kind of a
19 sitting duck for terrorists to get at without having as
20 much control over.

21 BEVERLY JONES: I feel it's going to
22 negatively impact our home life. The noise, the air
23 quality already, you know, the birds and the coyotes,
24 and we had a mountain goat. They're gone. They're not
25 so plentiful now since they built that freeway -- that

1 huge freeway. We're dealing with -- we have the
2 helicopters from Miramar, which where there a few years
3 ago, and now we're going to have to deal with this
4 high-speed train. We're upset about it. It's going to
5 affect our home life, our neighborhood, our breathing,
6 just everything.

7 And as a taxpayer, I don't want to pay for it.
8 I mean, we're already in debt. We owe so much to China.
9 They borrowed Social Security money for the war on Iraq.
10 So the government doesn't have any money, the state is
11 in debt and our City is in debt, our County -- I don't
12 know about our County state.

13 There's money better spent than to build a
14 high-speed railroad for minorities. Because I don't
15 feel like a lot of people -- business people are going
16 to be taking airplanes. They're not going to spend four
17 hours to get from San Diego to Sacramento. They're
18 going to be flying the airplane up there, and it's
19 hurting the airline industry anyway if you put in this
20 high-speed train. I think it's a ridiculous waste of
21 money.

22 ANDREA SEAVEY - RESIDENT: In my opinion,
23 we've needed a high-speed train a long time ago, before
24 we did all these lousy freeways. And I think when we're
25 making the decision, it should be -- everybody who is

1 voting should be restricted to Escondido residents.
2 Because people that live in the Escondido area, that are
3 in the County, they're the people that will be using it
4 probably more than the people in the City and are more
5 involved in what happens to the City but have no voice.

6 I happen to think that our City Council are a
7 bunch of dingbats and they're the ones that are going to
8 be making the decision, and I'm really worried. I think
9 that it shouldn't go down the Centre City. It should
10 stay towards the freeway. I think that's where it
11 should be. And I think a wonderful place for the
12 station would be Westfield Mall because it's dying now.
13 It's right on the freeway. It's a large area.

14 The City is going to be totally against it
15 because they want the taxes from that. They rely on the
16 taxes. They aren't getting them now. And the Sprinter
17 they talked about, when the mall was flourishing -- or
18 when they hoped it would, they were talking about
19 running a piece of Sprinter line over there. So,
20 actually, that's how I feel. I think it should be
21 around that way.

22 If they tear up Centre City Parkway, the whole
23 town will be just a wreck. That's really -- it was the
24 old 395, originally, when it was built and all the new
25 stuff was built around it. So that's the way I feel.

1 LYNN PARRISH - RESIDENT: I'm looking forward
2 to additional information regarding the specifics of the
3 proposed high-speed train through the County of
4 San Diego. I would like to see the cost figures of --
5 for the passenger, and I would like to also see, at the
6 next meeting, more detail of the project, like where --
7 where the corridor is, whether it's already there.
8 Like, whether it's on top of the 15 corridor, or what.
9 Okay.

10 And also, in the meantime, before this would
11 be built, 20 years away, perhaps you would consider a --
12 some alternative ways of relieving traffic. For
13 example, maybe a ferry that would ferry cars or trucks
14 to and from different parts of the Southern California
15 region, like we have in the Seattle area. They could do
16 that as the train is built because transportation is
17 interrelated, and so forth.

18 I don't really see the need for the train to
19 go to the airport. And I think that if it got to the
20 University City point that there would be -- that would
21 be sufficient for the County. It doesn't need to go all
22 the way to the airport, that there would be additional
23 trolley lines built to connect at University Point to
24 the airport, because it's in planning at this time.
25 It's called Mid Coast Corridor Project of the San Diego

1 Trolley. That's all I have right now.

2 ELLEN FLOUIRE - RESIDENT: I think it's a good
3 idea to have that, to have that high-speed train,
4 whatever you call it, the train, rail. I really like
5 it. I like the idea. Too bad they didn't have anything
6 right by our doors. The train would take us everywhere,
7 you know, all over, all over the town, you know, from
8 our house to another house, or whatever. But I like the
9 idea. That's all I have to say. Okay.

10 But I really like the idea. I just like the
11 idea, you know, having it door to door, from house to
12 house also. If I wanted to go see a friend or go
13 shopping, or something I like that, too.

14 JACQUELYN BORDEN - RESIDENT: I came here
15 today because I wanted to hear where we were in the
16 process and I wanted to hear what other people were
17 saying, what their issues were. Were there a lot of
18 people for this system, or are there a lot of people up
19 in arms against it? Where we're at exactly.

20 I think the most exciting thing for me is to
21 realize that we're so early in this process. So often
22 we're called in to make public comments and the meeting
23 starts, "Thank you all for coming today. Tomorrow the
24 decision will be made. We appreciate your comments
25 today anyway." No. This is so early in the process

1 that some of the people that are here today, with
2 information, have said people are frustrated there's so
3 little detail.

4 No, no, no. This is wonderful to be here
5 before there's detail. Possible stations were mentioned
6 and one person said, "I'm back again today. I went to
7 the Tuesday meeting and I asked if additional stations
8 could be added later," and they said, "Possibly."
9 "Well, we really need one in Mira Mesa."

10 But then he went home and studied the
11 information online and looked it over and said, "Wait a
12 minute. The station here is going to be at UTC.
13 There's already a major highway. They're going to need
14 a connection to the coast, to all of the trains that go
15 up and down the coast. Why isn't that station, for this
16 system, in Mira Mesa instead of UTC, not years later in
17 addition to UTC? Why doesn't Mira Mesa get the station
18 now, at the beginning?"

19 And when he said that -- I live in Mira Mesa.
20 I know the problems we have with transit in Mira Mesa.
21 The gentleman happened to be in a wheelchair. I've
22 worked with a sign language interpreter. I've worked
23 with deaf/blind people. I have a good friend who lives
24 in Mira Mesa who is deaf/blind. His parents drive him
25 to work. When he could see better, they drove him to

1 the bus and he stood in the dark in Mira Mesa and waited
2 for the bus and hoped it was the regular driver who
3 would recognize him and make sure he got on the bus to
4 get to work. It added about an hour and a half to his
5 total commute to take the bus all the way there and all
6 the way back.

7 If you're talking about a major hub, talking
8 about a major station for any major commute system in
9 San Diego being in Mira Mesa for the first time, you're
10 connecting a whole community that isn't connected now.
11 Not many people are going to give up their cars to
12 commute for two or two and a half or three hours, not if
13 they can drive that car, not if they have parents who
14 will take them.

15 But, eventually, my deaf/blind friend's
16 parents will die. I've talked to him about where he's
17 going to move. Downtown? Somewhere else with good
18 connections downtown? And when he travels how will he
19 get to the airport? How long extra is it going to take
20 him to do that?

21 High-speed rail is a chance for him to cut a
22 ticket price in half compared to flying. High-speed
23 rail from Mira Mesa, oh, my goodness, you're talking
24 about him not having to relocate at all. Because we're
25 so early in the process, I was able to say to the

1 gentleman who had this idea, "Let's go to the Mira Mesa
2 town council. Let's get a lot of people in Mira Mesa on
3 board for this now, early."

4 We talk about one powerful political leader
5 who doesn't want high-speed rail to go through the 15
6 corridor. His property value might go down. He gets
7 outvoted if everyone who wants it in Mira Mesa, who
8 knows about it, knows about it this early and knows we
9 have a chance for that station, that's powerful.

10 I was in the San Francisco bay area, when a
11 little town called Fremont got a BART station and it
12 totally changed that town. The schools for the blind
13 and the deaf moved from Berkeley, in the heart of the
14 Bay Area, down to little, rural Fremont because they had
15 a BART station. The students complained about being
16 moved out into the country, there's nothing there, it's
17 the end of the world.

18 But everyone in Fremont stepped up. The
19 police learned sign language, merchants learned how to
20 deal with blind customers, merchants learned how to deal
21 with deaf customers, and the people there, associated
22 with those schools, said it was the best thing that ever
23 happened to them to move to little Fremont. It never
24 would have happened without that BART station there. So
25 I know what it means and I know what this station would

1 mean here in Mira Mesa.

2 No. This is not meant to be a station for
3 light rail or for local bus lines. Mira Mesa has been
4 somewhat of a cultural area, and Mira Mesa has a chance
5 to become, really, a part of San Diego now, sort of
6 halfway between San Diego and Escondido, halfway between
7 inland areas and the coast, neither/nor, neither/or.

8 Because we're so early in this process, the
9 people of Mira Mesa have a chance to be heard. So I
10 thank the people who are holding these meetings for
11 starting them and allowing us to come and hear other
12 people's ideas I never would have thought about if I
13 hadn't come here today. But my comments will follow. I
14 have a lot of other things I have opinions about which I
15 didn't think I would have opinions about. Thank you for
16 your time.

17 HAVELICA AMAGO-MELBOL - RESIDENT: Basically,
18 we are against this rail system coming through. One of
19 their plans is to put it right behind our house. We
20 live on Centre City Parkway, so that will be a huge
21 noise factor. It will bring down the value of our home.
22 When rail systems go through, wherever they go through,
23 it seems to turn into a ghetto. So we have huge
24 concerns about where they're putting this.

25 No matter how great they make it look, no

1 matter how modern and technologically advanced, if it's
2 going right behind someone's house, it's not okay, in
3 our opinion. And I feel that way even though it's not
4 going right next to my house. And I'm always saying,
5 "Yeah, that sounds great. But who are they going to
6 waste, putting something through," whether it's a line
7 or electric lines, or whatever. So we just have huge
8 concerns about -- about this rail system and we will
9 definitely be fighting it going through Centre City
10 Parkway.

11 One thing I wanted to say was there's a lot of
12 people who live right along Centre City Parkway that
13 would be affected by a train running right, you know,
14 behind their home or apartment or condo, or whatever.
15 So I think you really need to think about an alternate
16 route than running it up Centre City Parkway where so
17 many people live. You're affecting their lifestyle,
18 basically. Just taking away the value of their home.
19 That's what's going to happen.

20 (The comments concluded at 7:00 p.m.)

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	B			
abatement 6:6	back 13:6 14:6	16:20 17:9,12,16	cost 3:16 4:23 7:8	early 12:21,25
able 14:25	backyard 7:7	cents 3:17	7:18,19 8:12 11:4	14:25 15:3,8 16:8
abundant 3:12	bad 12:5	CERTIFICATE	costs 5:5	earth 3:7
abuts 7:7	BART 15:11,15,24	18:1	council 10:6 15:2	economy 4:7
access 4:1	basic 7:20	Certified 2:5 18:3	country 15:16	Edward 3:4
accumulating 3:13	basically 3:15 16:17	certify 18:4	County 7:17 9:11	effective 7:8,19
accurate 18:9	17:18	chance 14:21 15:9	9:12 10:3 11:3,21	eight 5:7
achieving 5:6	bay 15:10,14	16:4,9	coyotes 8:23	eight-hour 5:11
add 5:24	beginning 13:18	Chandler 2:16,17	CSR 1:24 18:16	either 6:10 7:4
added 13:8 14:4	believe 4:18 5:4 7:2	6:21 7:5	cultural 16:4	electric 17:7
addition 13:17	7:9	changed 15:12	cure 5:7	elevations 5:23
additional 11:2,22	Berkeley 15:13	chemically 3:10,16	curry 4:23	Ellen 2:22 12:2
13:7	best 5:4,5 15:22	China 4:7 9:8	customers 15:20,21	enhance 4:8
address 6:8	better 9:13 13:25	choice 6:7	cut 14:21	environment 5:25
advanced 17:1	Beverly 2:19 8:21	chosen 6:5		environmental 3:14
affect 9:5	billion 4:18	city 6:8 8:13 9:11	D	5:21
afford 6:25	birds 8:23	10:4,5,6,9,14,22	D 2:9	Escondido 1:8,16
affordable 3:22	blight 3:15	11:20 16:20 17:9	Daniels 4:13	2:2,3,3 3:1 5:20
aggregate 3:6	blind 15:12,20	17:12,16	dark 14:1	6:5 10:1,2 16:6
ago 9:3,23	board 15:3	cleanup 5:11,12	day 5:14 18:13	especially 3:23
air 8:22	bond 4:16	coast 8:15 11:25	de 3:24	eventually 14:15
airline 9:19	bonds 7:11	13:14,15 16:7	deaf 15:13,21	everybody 6:18
airplane 9:18	Borden 2:23 12:14	coastal 8:1	deaf/blind 13:23,24	9:25
airplanes 9:16	borrowed 9:9	come 16:11,13	14:15	exactly 12:19
airport 11:19,22,24	Boulevard 2:3	coming 12:23 16:18	deal 9:3 15:20,20	example 11:13
14:19	Box 2:11	commencing 2:2	dealing 9:1	excellent 4:1
airports 8:17	breathing 9:5	comment 6:12	debt 9:8,11,11	exciting 12:20
allowing 16:11	Brindle 2:15 6:12	comments 12:22,24	decision 9:25 10:8	expanded 8:5
alternate 17:15	bring 4:6 16:21	16:13 17:20	12:24	extensive 5:21
alternative 11:12	Brits 5:10	community 14:10	definitely 5:1 17:9	extra 14:19
Amago-Melbol 2:24	broke 8:14	commute 14:5,8,12	delivered 3:17	extracted 3:6
16:17	build 9:13	company 3:4	demoldings 5:8	extreme 5:23
amount 6:22	built 3:25 8:25	compared 14:22	deposits 3:9	extremely 5:25
Andrea 2:17,20 7:5	10:24,25 11:11,16	complained 15:15	detail 11:6 13:3,5	
9:22	11:23	computerized 18:8	developed 4:4	F
Anthony 4:12	bunch 10:7	concern 7:16	die 14:16	factor 16:21
anybody 7:2	Burlington 4:24	concerned 6:21 7:6	Diego 9:17 11:4,25	far 6:17
anyway 9:19 12:25	bus 14:1,2,3,5 16:3	7:13	14:9 16:5,6	favor 4:23
apartment 17:14	business 9:15	concerns 6:9 16:24	different 11:14	Fe 2:12 4:24
appreciate 12:24		17:8	diminished 7:22	feel 3:18 7:22 8:10
appropriate 6:20	C	concluded 17:20	dingbats 10:7	8:12,16,21 9:15
approved 4:17	CA 2:12	concrete 3:5,19,23	direction 18:8	10:20,25 17:3
approximately 3:16	calcium 3:10	3:23 5:1,4,7,8	disrepair 4:5	Ferrocet 2:11 3:3,4
5:14	California 1:7,16	concreto 3:24	doing 6:15	ferry 11:13,13
area 5:20,22 6:1,2	2:3,6 3:1 4:11,25	condo 17:14	dollars 4:18 8:14	fighting 17:9
8:6 10:2,13 11:15	11:14 18:4,16	connect 11:23	door 12:11,11	figures 11:4
15:10,14 16:4	call 5:10 12:4	connected 14:10	doors 12:6	firemen 7:21
areas 16:7	called 3:9 11:25	connecting 14:10	double 5:13	first 7:5 14:9
arms 12:19	12:22 15:11	connection 13:14	downtown 14:17,18	Flouire 2:22 12:2
Arts 1:8 2:2	Cananea 3:7,24	connections 14:18	drive 13:24 14:13	flourishing 10:17
asked 13:7	capacity 5:13	consider 11:11	driver 14:2	flying 9:18 14:22
aspect 7:16	car 14:13	consideration 6:17	drove 13:25	follow 16:13
associated 15:21	care 6:6,8	considered 3:14	duck 8:19	foregoing 18:6,9
audience 4:11	cars 11:13 14:11	control 8:20	durmientes 3:24	foremost 7:6
Authority 4:12	case 3:21 6:2	Cook 2:13 5:19	dying 10:12	forth 11:17
aware 6:1,3	Center 1:8 2:2	copper 4:1	E	forward 11:1
	Centre 6:8 10:9,22	corridor 8:1,4,9	E 2:9,11 3:3	four 9:16
		11:7,8,25 15:6		four-hour 5:11,12

Francisco 15:10 free 4:22 freeway 6:5 8:25 9:1 10:10,13 freeways 9:24 Fremont 15:11,14 15:18,23 friend 12:12 13:23 friend's 14:15 frontier 4:3 frustrated 13:2 further 8:8	heart 15:13 heartland 4:2 helicopters 9:2 helpful 6:13,18 highway 13:13 high-speed 1:7 4:12 4:25 6:9,14 8:7 9:4,14,20,23 11:3 12:3 14:21,22 15:5 holding 16:10 home 8:22 9:5 13:10 16:21 17:14,18 hope 4:5 hoped 10:18 14:2 hoping 5:16 hour 14:4 hours 5:7 9:17 14:12 house 12:8,8,11,12 16:19 17:2,4 houses 6:7,10 housing 3:23 hub 14:7 huge 3:12 9:1 16:20 16:23 17:7 hurting 9:19	John 2:15 6:12 Jones 2:18,19 7:24 8:21	manholes 3:22 manner 3:19 6:19 manufacture 3:18 man-made 3:12 Marshed 4:13 matter 16:25 17:1 mean 9:8 16:1 means 5:8 15:25 meant 16:2 meet 5:16 meeting 1:6 2:1 11:6 12:22 13:7 meetings 16:10 mention 5:20 mentioned 13:5 merchants 15:19,20 Mesa 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 method 5:6,6 metric 3:17 Mexican 3:4 4:2,8 Mexico 3:8 Mid 11:25 Mike 2:16,18 6:21 7:24 mile 5:14 millions 8:14 mine 4:1 minerals 5:22 minorities 9:14 minute 13:12 Mira 13:9,16,17,19 13:20,24 14:1,9 14:23 15:1,2,7 16:1,3,4,9 Miramar 9:2 Mirosalva 1:24 2:4 18:3,15 modern 17:1 monetary 7:16 money 6:22,23 7:1,2 7:18,22 9:9,10,13 9:21 mountain 8:24 mountains 3:13 move 8:3,15 14:17 15:23 moved 15:13,16	needed 9:23 negatively 8:12,22 neglect 6:16 neighborhood 9:5 neither/nor 16:7 neither/or 16:7 never 15:23 16:12 new 7:11 10:24 noise 6:6 7:4,6 8:6,9 8:22 16:21 north 2:2 4:2,3 Northern 4:24 November 4:17
G	I	K	L	O
gems 5:22 general 6:15,16 gentleman 13:21 15:1 getting 4:16 10:16 ghetto 16:23 give 14:11 Glenn 2:11 3:3,3 go 6:17 10:9 11:19 11:21 12:12,12 13:14 15:1,5,6 16:22,22 goat 8:24 going 5:1 7:3,18,25 8:8,11,14,21 9:3,4 9:15,16,18 10:7 10:14 13:12,13 14:11,17,19 17:2 17:4,5,9,19 good 3:18 4:20 5:16 12:2 13:23 14:17 goodness 14:23 goods 4:7 government 8:13 9:10 grated 3:17 great 4:5 16:25 17:5 growth 8:5,7 guess 7:14 guidance 6:13	idea 12:3,5,9,10,11 15:1 ideas 16:12 impact 7:7,24 8:8 8:22 impacted 8:12 important 6:17 including 4:16 incorporated 6:14 indebtedness 4:17 industry 9:19 inert 3:16 information 11:2 13:2,11 infrastructure 7:21 inland 8:3 16:7 input 6:18 inside 8:9 interpreter 13:22 interrelated 11:17 involved 4:13 10:5 Iraq 9:9 issues 7:17 12:17	keep 6:25 kind 8:13,18 know 8:13,23 9:12 12:7,7,11 13:20 15:25,25 17:13 knows 15:8,8,8	language 13:22 15:19 large 10:13 largest 3:9,25 laying 6:24 leader 15:4 learned 8:1 15:19 15:19,20 letting 6:24 Let's 15:1,2 level 8:6 life 8:22 9:5 lifestyle 17:17 light 16:3 line 4:6 6:19 10:19 17:6 lines 5:13 11:23 16:3 17:7 little 13:3 15:11,14 15:23 live 7:25 8:4 10:2 13:19 16:20 17:12 17:17 lives 13:23 local 6:14 16:3 located 3:7 long 4:19 9:23 14:19 long-line 5:9 look 16:25 looked 13:11 looking 4:23 5:10 11:1 lot 7:17,18 9:15 12:17,18 15:2 16:14 17:11 lousy 9:24 Lynn 2:14,21 6:4 11:1	October 1:15 2:4 3:1 oh 14:23 okay 11:9 12:9 17:2 old 10:24 Olguin 1:24 2:4 18:3,15 ones 10:7 online 13:11 opinion 9:22 17:3 opinions 16:14,15 opportunity 3:18 5:16 opposed 7:15 originally 10:24 outvoted 15:7 owe 9:8
H	J	M	N	P
half 14:4,12,22 halfway 16:6,6 happen 5:17 10:6 17:19 happened 13:21 15:23,24 happens 10:5 haul 4:19 Havelica 2:24 16:17 hazard 3:14 hear 12:15,16 16:11 heard 16:9	Jacquelyn 2:23 12:14 Jails 7:19 job 4:22	major 4:24 13:13 14:7,8,8 making 5:17 9:25 10:8 mall 10:12,17	N 2:9 name 3:3 18:12 national 4:9 near 6:10 need 11:18,21 13:9 13:13 17:15	Pacific 4:8,21 PAGE 2:10 parents 13:24 14:13 14:16 parking 3:22 Parkway 6:8 10:22 16:20 17:10,12,16 Parrish 2:21 11:1 part 16:5 parts 11:14 passed 7:11 passenger 11:5 passing 6:10 pay 7:10,10 9:7 people 4:13 5:17 6:24 7:9,25 8:11 8:15 9:15,15 10:2 10:3,4 12:16,18 12:18 13:1,2,23 14:11 15:2,21 16:9,10 17:12,17 people's 16:12 person 8:10 13:6 piece 10:19

<p> pipes 7:20 place 3:25 10:11 plan 6:16 planning 4:14 5:17 11:24 plans 6:15 16:19 player 4:24 please 6:6,8 plentiful 8:25 point 11:20,23 police 7:21 15:19 political 15:4 position 5:4 possible 6:4 13:5 Possibly 13:8 powerful 15:4,9 precast 3:19,22 price 14:22 prison 6:25,25 probably 10:4 problems 13:20 proceedings 18:6,10 process 12:16,21,25 14:25 16:8 produce 5:9,13 producing 3:5 product 3:6,9 products 3:5,19 progress 5:18 project 4:14,16 7:8 7:19 11:6,25 property 7:7,13 15:6 proposed 11:3 proprietary 5:6 protect 6:6 provide 4:20 providing 4:14 public 1:6 2:1 12:22 purpose 4:10 put 7:14 8:7 9:19 16:19 putting 16:24 17:6 p.m 2:4 17:20 P.O 2:11 </p>	<p> realize 12:21 really 5:21 7:8 10:8 10:23 11:18 12:4 12:10 13:9 16:5 17:15 rebuilt 4:6 recognize 14:3 record 4:20 18:9 recovers 4:7 regarding 11:2 region 4:9 11:15 regular 14:2 relieving 11:12 relocate 14:24 rely 10:15 reported 1:24 18:6 Reporter 2:5 18:4 REPORTER'S 1:6 2:1 18:1 require 5:1 Resident 2:13,14,15 2:16,17,18,19,20 2:21,22,23,24 5:19 6:4,12,21 7:5 9:22 11:1 12:2,14 16:17 residents 10:1 restricted 10:1 rich 5:22 ride 7:3,9 ridgelines 6:7 ridiculous 9:20 right 10:13 12:1,6 16:19 17:2,4,12 17:13 rights-of-way 4:15 Rim 4:8 Riverside 5:20 Robert 2:13 5:19 route 7:7 17:16 Roy 2:11 3:3,4 running 5:12 10:19 17:13,16 rural 15:14 </p>	<p> Security 9:9 see 4:10 5:17 7:8 11:4,5,18 12:12 13:25 seeing 8:5 sense 3:15 sensitive 5:25 serve 4:11 shift 5:11 shifts 5:12 ship 4:22 shopping 12:13 Shorthand 2:5 18:3 side 6:10 sign 13:22 15:19 siloxane 3:11 site 3:25 sites 4:22 sitting 8:19 six 5:7 sleepers 5:9 Social 9:9 someone's 17:2 somewhat 16:4 Sonora 3:7 sort 16:5 sounds 17:5 sources 3:8 south 4:2,2 Southern 11:14 Spanish 3:10,24 SPEAKERS 2:10 specifics 11:2 spend 9:16 spending 6:22 7:1,2 7:22 8:14 spent 8:4 9:13 spiel 5:15 spoken 4:12 Sprinter 10:16,19 starting 16:11 starts 12:23 start-up 3:5 state 2:5 4:5 7:17 8:13 9:10,12 18:4 18:16 States 4:3 station 10:12 13:12 13:15,17 14:8 15:9,11,15,24,25 16:2 stations 13:5,7 stay 10:10 stenographically 18:7 stepped 15:18 stood 14:1 story 5:15 </p>	<p> structures 3:22 students 15:15 studied 13:10 study 5:21 stuff 10:25 subscribed 18:12 sufficient 11:21 summed 7:3 supply 4:6 5:3 sure 14:3 system 1:7 4:4,8 5:9 8:3 12:18 13:16 14:8 16:18 17:8 systems 4:9,25 16:22 </p> <hr/> <p style="text-align: center;">T</p> <hr/> <p> Tagge 2:14 6:4 take 6:6,8 12:6 14:5 14:14,19 taken 18:10 talk 15:4 talked 10:17 14:16 talking 7:1 10:18 14:7,7,23 taxes 10:15,16 taxpayer 9:7 teachers 6:24 tear 10:22 technologically 17:1 ten-hour 5:12 terrorists 8:18,19 thank 5:18 7:23 12:23 16:10,15 thing 8:17 12:20 15:22 17:11 things 6:3 16:14 think 7:3,18 9:20,24 10:6,8,10,11,20 11:19 12:2,20 16:15 17:15,15 third 3:25 thought 8:17 16:12 three 14:12 Thursday 1:15 2:3 3:1 ticket 14:22 tie 5:4 ties 3:23 4:20,22 5:1 5:9,14 time 6:15,20 9:23 11:24 14:9 16:16 18:10 today 4:10 5:16 12:15,23,25 13:1 13:6 16:13 told 4:21 Tomorrow 12:23 </p>	<p> ton 3:17 top 11:8 total 14:5 totally 10:14 15:12 town 10:23 12:7 15:2,11,12 towns 8:1 track 4:20 traffic 6:8 11:12 train 1:7 6:9 7:2,12 7:14 8:8 9:4,20,23 11:3,16,18 12:3,4 12:6 17:13 trains 13:14 transcribed 18:7 TRANSCRIPT 1:6 2:1 transcription 18:8 transit 13:20 transportation 11:16 travels 14:18 treating 6:19 trolley 11:23 12:1 trucks 11:13 true 18:9 Tuesday 13:7 turn 16:23 two 5:11,12 6:4 14:12,12 </p> <hr/> <p style="text-align: center;">U</p> <hr/> <p> underground 7:15 underway 4:16 Union 4:21 United 4:3 University 11:20,23 updates 6:16 upset 7:24 9:4 use 8:10 UTC 13:12,16,17 U.S 3:16 4:9,9 </p> <hr/> <p style="text-align: center;">V</p> <hr/> <p> value 7:14 15:6 16:21 17:18 vendors 4:15 vibration 6:9 visual 3:15 7:6 voice 10:5 voters 4:17 voting 10:1 </p> <hr/> <p style="text-align: center;">W</p> <hr/> <p> Wait 13:11 waited 14:1 want 3:21 4:19 5:3 5:23,24 6:1,16,17 </p>
--	--	---	---	--

7:10 8:2,3,7 9:7	2009 1:15 2:4 3:1			
10:15 15:5	18:13			
wanted 12:12,15,16	28-day 5:7			
17:11				
wants 15:7	3			
war 9:9	3 2:11			
warranted 8:16	3:00 2:4			
washed 3:17	340 2:2			
waste 3:6,9 9:20	395 10:24			
17:6				
water 7:20	4			
way 7:23 10:21,25	4 4:17			
11:22 14:5,6 17:3				
ways 6:5 11:12	5			
went 13:6,10	5 2:13			
Westfield 10:12	50 3:16			
we're 3:8 5:4 6:22				
6:24,24 7:1,1,24	6			
8:13,14 9:1,3,4,8	6 2:14,15,16			
9:24 12:19,21,22				
14:24 16:8	7			
we've 8:1 9:23	7 2:17,18			
wheelchair 13:21	7:00 17:20			
whereof 18:12				
wildlife 8:6	8			
witness 18:12	8 2:19			
wonderful 10:11				
13:4	9			
wooden 5:2	9 2:20			
work 13:25 14:4	9190 2:11			
worked 13:22,22	92067 2:12			
world 4:1 15:17				
worried 10:8				
wouldn't 7:15				
wreck 10:23				
X				
X 2:9				
Y				
Yeah 17:5				
years 3:14 8:5 9:2				
11:11 13:16				
1				
10 2:21 4:18				
100 3:13				
11 2:22				
12 2:23				
12959 1:24 2:5				
18:16				
15 1:15 2:4 3:1 7:7				
8:4 11:8 15:5				
16 2:24				
1880s 4:4				
2				
20 11:11				

Kris Livingston

From: C.L. Senussi [csenussi@hotmail.com]
Sent: Wednesday, November 18, 2009 4:15 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

Dear Sir/Madam,

I attended the meeting at UTC, last Tuesday, November 10. I was appalled to hear there was even a suggestion of the high speed rail going through Rose Canyon. In this era of finally giving some weight and legitimacy to green issues, this is the direction in which you want to take California? My impression has always been California takes the lead on these things. Are we going backwards here? Have we, as Californians, ceded our position, and to whom? What are you even thinking? Any politician that accepts this plan will have a lot to answer for in the next election.

Very truly yours,
Cindy Senussi

Windows 7: It works the way you want. [Learn more.](#)

Kris Livingston

From: Stephanie Sexton [ssexton@san.rr.com]
Sent: Monday, November 16, 2009 8:42 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

Importance: High

To Whom It May Concern:

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Your more thoughtful consideration of this very important matter is greatly appreciated,

Stephanie Sexton

San Diego, CA 92122

Kris Livingston

From: Diane Shalom [miribatliba@hotmail.com]
Sent: Wednesday, November 18, 2009 3:31 PM
To: HSR Comments
Subject: high speed rail / Rose Canyon

B"H

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Sincerely,

Moti and Diane Shalom

619 462 7233



EMAILING FOR THE GREATER GOOD
www.emailingforthegreatergood.com

Kris Livingston

From: Robert M. Shaughnessy [shaughnessy@dsmwlaw.com]
Sent: Tuesday, November 17, 2009 9:19 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

As a person who recently relocated to the west end of University City with my wife and two children, I strongly oppose a High Speed Rail line through Rose Canyon. We use the open space of Rose Canyon for walking and for nature studies. It is irreplaceable, and it was one of the reasons behind our decision to move to the neighborhood. I understand that the High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. I imagine the safety issues arising from such a line through the middle of a park would also prevent many from taking full advantage of the open space. The use of the canyon for high speed rail seems entirely inconsistent with the city's decision to preserve this park as habitat for plants and wildlife.

I agree with my new neighbors and friends that there should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Sincerely,

Robert M. Shaughnessy, Esq.

Duckor Spradling Metzger & Wynne

A Law Corporation
3043 4th Avenue
San Diego, CA, 92103
ph. (619) 209-3000
fax (619) 209-3043
cell (858) 337-4425
shaughnessy@dsmwlaw.com

**** CONFIDENTIAL INFORMATION ***** CONFIDENTIAL INFORMATION ****

This e-mail transmission and any attachments contain confidential information from Duckor Spradling Metzger & Wynne, A Law Corporation, which may be protected by the attorney client privilege and/or the work product doctrine. If you are not the intended recipient, you may not read, copy or use this information. Please notify the sender immediately by reply e-mail and delete this message.

IRS Circular 230 Legend: If any advice concerning U.S. Federal tax issues is contained in this communication or attachments, such advice is not intended to be used and cannot be used for the purpose of avoiding penalties under the Internal Revenue Code or promoting, marketing or recommending to another party any transaction or matter addressed herein.



Please consider the environment before printing this e-mail

Kris Livingston

From: Janet K. Shelton [janet@wildbirdshop.com]
Sent: Sunday, November 08, 2009 10:02 PM
To: HSR Comments
Subject: high speed rail San Diego

I support the concept and goals of High Speed Rail (HSR) services in San Diego County. I believe a route along I-15 to Qualcomm Stadium is the best route and that a thorough analysis will support this belief.

I am opposed to routes which go through canyons or creeks with substantial natural open space and the associated negative impacts. These include impacts on water quality, habitat for wildlife, the Multiple Species Conservation Program, and recreational and educational opportunities in nature for urban residents.

Janet Shelton
1276 Via Sendero
Escondido, CA 92029
760 747 5761

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
commencing at Ramada Limited, San Diego Airport,
1430 Rosecrans Street, San Diego, California, on
Wednesday, October 14, 2009, at 3:00 p.m., before
Mirosalva Olguin, Certified Shorthand Reporter No. 12959
for the State of California.

I N D E X

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
--	---	---	---	---

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21	P PAGE 2:10		
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13				

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print):

Pat Silver

City:

San Diego

State:

CA

Zip:

92122

Organization/Business

E-mail:

PSILVER 430 @ AOL

Address:

5720 Mott, SAN DIEGO, CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Hurray it is about time we got a train as those in Europe and Japan.

I live on the canyon in UTC and the railroad tracks were always in the canyon.

However, I hear that some people who live on the edge of the canyon don't want the train. If they lived too close to the railroad it is the city's fault for allowing a building to be constructed so close to the tracks.

Hope that you can build it!!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Slagill, Jeannette [jeannette.slagill@smusd.org]
Sent: Thursday, November 19, 2009 12:54 PM
To: comments@hsr.ca.gov
Subject: LA-SD HST Section via the Inland Empire

To: 'comments@hsr.ca.gov'
Subject: LA-SD HST Section via the Inland Empire

To whom it may concern,

A bullet train up the I-15 corridor is one of the silliest ideas I have heard out a state government that now seems to specialize in silly ideas. It would be a complete boondoggle that would have a substantial negative impact on many nice communities.

Point one – I have yet to hear or read about any passenger rail system in the US that is anything close to cost effective. Initial costs are extremely high, operating costs are high, and ridership always falls way below the advertised projections (and I got a pretty good chuckle over the BS projections for this project in the paper). Freeways and regular rail mix passenger and freight traffic to provide a positive benefit to all of us. Narrow transit systems benefit a very few at a high cost to the rest of us.

Point two – there will be nothing really high speed about it. Given the population dispersion in the state, it would be necessary for there to be many stops along the way, which will slow the trip. If the stops are restricted, then most users will have that much further to travel by car, in heavier traffic, to reach a train station. I can get almost anywhere in LA in 1-1/2 to 2-1/2 hours from my San Diego home in my car, and I bet it would take longer door-to-door using your bullet train.

Point three – there is little room to fit a train alongside I-15. In many places along I-15, the communities have grown up right against the freeway. In other places the highway goes through fairly narrow (yet quite scenic) passes through the hills. So a railway would mean leveling homes and businesses, and ugly cuts through the hillsides. It would mean further disruption of traffic on and around the freeway, which would be especially appalling after the fortune spent on, and the substantial inconvenience caused by, the addition of carpool lanes to I-15.

Point four – trains are loud and disruptive. I often read about people complaining about the noise of the existing trains up the coast, but these are people who moved to where the trains already were. The people who moved along the I-15 did so without the expectation of a high-speed railway going by their homes.

If you want to get intermediate- and long-distance travelers out of their cars, why not spend a fraction of the money that would be thrown away on a bullet train on improving the existing rail service. Provide better bus service around the stations so that people do not need to use cars at both ends. Here's a radical idea - how about connecting the existing Southern California and Central California rail lines so that someone could travel from SD or LA to the bay area without having a long bus ride in the middle.

Jeannette Slagill

San Diego

*

Kris Livingston

From: Dennis Smallwood [dsmallwood@san.rr.com]
Sent: Wednesday, November 18, 2009 6:51 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

The High Speed Rail line proposed through Rose Canyon would be an inappropriate land use there or indeed in any quiet residential neighborhood. Apparently the Authority itself acknowledges that such a project is incompatible with parkland. The city can do better. We have yet to see persuasive evidence that more suitable and less destructive routes have been considered. Surely this project would receive widespread support if it were planned with greater thought, sensitivity to nature and respect for citizens' homes and property values.

Thank you for your attention,

Freya Smallwood

7730 E. Roseland Drive

La Jolla 92037

Oct 13, 2009

California High-Speed Rail Authority Forum in San Diego

Presented by: J. Kevin Smith

Two alternative routes have been proposed that would travel through a tunnel and building an underground station at University Town Center. These would likely be very costly and be vulnerable to earthquakes.

A third alternative, described as "least likely" would be routed through Rose Canyon along Miramar where a station would be built on the surface which I believe is the most desirable.

This choice will allow San Diego to use the MCAS as its airport if:

1: The Navy ever decides that training unskilled pilots in the middle of a city is unwise. 2: Our local and state politicians could accept a commercial airport at the population center of San Diego County and 3: The High Speed Rail Line would terminate there.

Miramar then could become an Intermodal Transportation Center. The Proposition to combine the joint use of Miramar by the Marines and commercial airlines was correctly defeated.

Miramar has freeways on three sides. The current rail lines along the coast (worth Billions) could be converted to rapid transit to the airport and downtown. Newly configured runways would prevent flights over housing and cut flying times to the East by five minutes. Temecula and communities along I-15 could be provided with rapid transit if built lower on the same High Speed Rail structure as is done in Japan.

4855 Bella Pacific Row, Unit 126

San Diego CA 92109

(858) 483 7477

Kris Livingston

From: Conor Soraghan [csoragha@hotmail.com]
Sent: Monday, November 16, 2009 8:58 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

THE PROPOSED CONSTRUCTION OF A HIGH SPEED RAIL LINE THROUGH ROSE CANYON WILL DESTROY THIS MAGNIFICENT URBAN SAN DIEGO JEWEL. NOT ONLY WILL IT RUIN AN ENVIRONMENTAL GEM, IT WILL ALSO RUIN THE QUALITY OF LIFE FOR ALL THOSE UNFORTUNATE ENOUGH TO LIVE IN THE VICINITY. PLEASE DO NOT HARM ROSE CANYON - REROUTE THE HIGH SPEED LINE. PLEASE CONSIDER THE I-15 CORRIDOR AS A VERY VIABLE ALTERNATIVE. NO HIGH SPEED RAIL THRU ROSE CANYON!
THANK YOU.

Sincerely,
Conor Soraghan

4366 Saratoga Ave

San Diego, CA 92107

Hotmail: Free, trusted and rich email service. [Get it now.](#)

Kris Livingston

From: Lic. Pablo Soto Rentería [psotor@consultoresfiscalesca.com]
Sent: Thursday, November 12, 2009 11:34 AM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High-Speed Rail Through Rose Canyon

I Oppose High Speed Rail through Rose Canyon, because Huge noise and visual impacts; increased traffic, big parking garages. Demand a full study of the I-15 to Qualcomm Stadium route, because they do a full study of this alternative in the upcoming EIR (they are planning to drop it from consideration).

Pablo Soto
4010 Porte de Palmas
San Diego, CA.
e-mail psotor@consultoresfiscalesca.com



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): LORETTA D. SPANO City: SD State: CA Zip: 92122

Organization/Business _____ E-mail: LSPANO@SAN.RR.COM

Address: 6317 GULLSTRAND ST, S

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

ROUTE 15 TO QUALCOM & CONNECTING W/TROLLEY OR BUS
MAKES MORE SENSE, LESS DISRUPTION TO NEIGHBORHOODS,
ECONOMICALLY HOOKED UP TO BUSINESSES IN EXISTENCE.
CANYON IS AN ECHO CHAMBER FOR NOISE - GREAT
ACOUSTICS FOR CONVERSATION, MUSIC - NOT TRAINS NOR
VIBRATION.
NEED AN UPDATED DECIBEL STUDY, NOT 1996!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

Peterson Reporting, Video & Litigation Services

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
commencing at Ramada Limited, San Diego Airport,
1430 Rosecrans Street, San Diego, California, on
Wednesday, October 14, 2009, at 3:00 p.m., before
Mirosalva Olguin, Certified Shorthand Reporter No. 12959
for the State of California.

INDEX

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
<p>B</p> <p>B 6:9 back 5:7 11:20,20 backup 5:19 bags 9:4,6,8,10,14 Base 11:22 basically 11:15 Bay 7:3,12,13 believe 11:4,20 benefit 8:24 Berry 2:11 3:3 berry.bill 2:12 beyond 11:6 bicycle 9:18,18 10:4 10:5</p>				

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21	
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17		
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13	P PAGE 2:10			

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Joseph Steinbach City: San Diego State: CA Zip: 92117

Organization/Business: Margen Bear Natural Park E-mail: jsteinbach@ucsd.edu

Address: 3547 Lynn Ave / San Diego CA 92117

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices. already on list

Comment (please write clearly):

It will be difficult to go through Rose Canyon
and maintain the wildlife corridor

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Manton/Pamela Steinberg [pammanny@sbcglobal.net]
Sent: Tuesday, October 13, 2009 5:58 PM
To: HSR Comments
Subject: High Speed Rail San Diego Section

Dear High Speed Rail Authority and Mr. Dan Leavitt, Deputy Director

I tried to get to the JCC event but the parking was non-existent due to the large crowds – even the parking garage was full. So I am submitting my comments via email about the San Diego section of this new development.

- 1) I highly recommend that you review the 15fwy to Qualcomm Stadium as a preferred alternative in the EIR with a Trolley connection to Lindberg field Transit CTR. To me this would have many advantages for the high speed rail giving it a central location for all San Diego.
- 2) Please save Rose Canyon – this is the only water way to Mission Bay and the only natural park area for northern UTC where families can bike to the beach, take hikes and observe protected species, and jog/walk miles of trails. The thought of both the Trolley and a high speed train running fast thru this canyon would make access to this protected nature center deadly for most Northern UTC residents who it is supposed to serve or cut it off for good. I can't imagine the delicate protected species surviving with the vibrations of the high speed rail either.
- 3) My other concern is the electric poles going down a natural parkway which is also a fire zone – doesn't make a lot of sense to me. Along freeways is much more sensible.
- 4) Not sure why a stop at UTC mall is such a great plan – the mall is going downhill, the cost of this tunnel will be very expensive and a shopping mall is a poor choice for transportation hub. I think the Marine base by the 15 fwy would be better and we could move the bus hub to the outside of the base for a much more reasonable price. Buses then could go up and down Miramar versus a train on a very congested roadway.
- 5) The other negative plan for the UTC mall stop is that UCSD uses the parking at this mall for their students due to limited parking on campus – a stop will cause more parking requirements so that people won't be able to use the mall. This doesn't even take into consideration the scheduled towers being built at the mall location which will require additional residential parking. So basically you have 4 parking requirements for one mall and only one small parking area. I can't believe the SD Planning commission would allow this poor plan of space.
- 6) UTC already has way too much traffic – we don't need more cars on our worn out roads.
- 7) The storage of trains along 805 will keep thousands of people awake at night at the Renaissance complex of condos – all high end. It is also located by many office buildings and the mall itself where the traffic is quite congested already. Not sure this is an out of the way place for a train lodge. Not only is Renaissance there but there are single family homes behind Renaissance too that will have to bare this noise. I believe there are more public properties further towards QUALCOMM stadium that would be more perfect for a train station or closer to Temecula/Corona where there are not so many homes so densely packed.
- 8) Tunnels in clay and sand soil, and continued vibrations of the trains in this soil – would this cause damage to the homes over head? We are talking about many homes and condominiums in the area that have basement garages, how far down will this tunnel go?
To me this is a dangerous objective to tunnel under million dollar homes and complexes telling people that is the only way and their homes will be safe – I don't think so. I remember what happened in LA and the Metro rail where building had Major damage.

I think the worst is the destruction of Rose Canyon which I am definitely against and the tunneling under homes when other alternatives are available. A stop at a mall is not what a high speed train is supposed to accomplish – it is interstate traffic from one major hub such as San Diego to Sacramento. UTC is just a mall, not a mall that San Diego is even known for. If it was the mall downtown (Horton Plaza) that would be different. UTC mall is small. North County Mall on the 15fwy would be another more famous mall. Qualcomm Stadium is a more

central downtown location. UTC is not downtown San Diego at all and does not offer any transportation to downtown that is feasible.

Thank you for reading my concerns and I am sorry I was not able to do this in person.

Both my husband and I want to give you our address if you have any additional questions and our email for any updates coming along on this project.

Sincerely,
Manton and Pamela Steinberg
4185 Porte de Merano #155
San Diego, CA 92122
pammanny@sbcglobal.net

Kris Livingston

From: Phel Steinmetz [psteinmetz@ucsd.edu]
Sent: Tuesday, October 13, 2009 10:36 AM
To: HSR Comments
Subject: San Diego's H. S.R. componant

Hello,

I am an advocate of mass transit in particular, and a high speed rail line in general. I live in La Jolla "Golden Triangle" and use both the businesses and the recreational facilities of my community. I strongly support the I15 Qualcomm Stadium route. I will not support any route, above or underground, that would further impinge upon the remaining quality of life in and around our coastal canyons and communities.

The I15 route is central to the largest percentage of potential users. I would gladly make the commute by bus or trolley to an I15 terminal to use the HSR. Therefore, I strongly support the I15 route.

Thank you, Phel

Steinmetz, Professor, U.C.S.D.

Kris Livingston

From: Jeff Stevens [jeffstev@san.rr.com]
Sent: Thursday, November 19, 2009 11:40 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To: California High Speed Rail Authority
Re: San Diego section of proposed High-Speed Train System: accessibility by San Diego residents

We had a presentation on the proposed High Speed Rail system at last Monday's meeting of the Mira Mesa Community Planning Group. This comment is on the accessibility of the train for San Diego residents. The current plan to have stations only at Escondido and Downtown San Diego is extremely inconvenient for most San Diego residents, and will greatly restrict ridership. It requires driving either downtown or north on I-15 to Escondido, both of which are subject to unpredictable and severe traffic problems. I strongly encourage you to include a station at Miramar College which is just west of I-15 and just south of Mira Mesa Blvd. There are already plans for a bus transit station there, and a direct access link to the freeway. That could work very well with a train station at the same location. It was mentioned at the meeting that there is a possibility of a commuter line running along the same tracks as the high speed rail, and if so that would also be an ideal stop for the commuter line.

Thank you for your attention.

Jeff Stevens
10263 Trails End Circle
San Diego, CA 92126
(858) 566-2261
jeffstev@san.rr.com

Kris Livingston

From: Pamela Stevens [pstevens@san.rr.com]
Sent: Friday, November 20, 2009 9:36 AM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

To: California High Speed Rail Authority

Re: San Diego section of proposed High-Speed Train system: station at Miramar College/Mira Mesa Transit Center to serve north city San Diego residents

I attended the Nov. 16 presentation at the Mira Mesa Community Planning Group about the proposed High Speed Rail system. This comment is a recommendation that no matter what final alignment is chosen for the route, a train station/stop at the Mira Mesa Transit Center next to the Miramar College campus be included in the plan to better serve not only the immediate Mira Mesa/Scripps Ranch area but all north City of San Diego residents.

Having to drive a half hour north to Escondido or south to downtown San Diego in order to access High Speed Rail would cut down on its effectiveness for a large number of San Diegans, and make it much less likely to be used.

The Mira Mesa Transit Center, adjacent to Miramar College just west of I-15 and south of Mira Mesa Blvd., is already planned as a bus transit center with direct access ramps to high occupancy vehicle lanes on the freeway. That could work well with a train station at the same location. During the MMCPG meeting it was mentioned that there might be a possibility of both having some of the long-distance High-Speed Trains make intermediate stops such as Mira Mesa, and also of having a commuter train (high-speed commuter train?) that uses the same tracks between stations. Both could well be useful and should be considered.

Mira Mesa residents in particular will look a lot more kindly on the disruption to our community during construction of the High Speed Rail system (which will occur along I-15 whichever alignment is chosen) if we can look forward to direct access to high speed trains when it is completed.

The system itself is an exciting one, and I look forward to it coming to our region.

Thank you.

Yours truly,

Pamela Stevens
10263 Trails End Circle
San Diego CA 92126
(858) 566-2261
pstevens@san.rr.com

Kris Livingston

From: Kay [kaytaff@sbcglobal.net]
Sent: Thursday, October 08, 2009 5:19 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: High Speed Rail Route Should Not Be Placed In Rose Canyon in San Diego

To Whom It May Concern:

A high speed rail system will have a huge impact wherever it is placed. Existing rail alignments in many places are not appropriate for high speed rail. They are often in relatively quiet parts of communities, with the trains that come through a tolerated noise because infrequent. Many trail routes were designed for scenic value in the "See America" days and a high speed rail is not for scenic touring, but is for fast transport from point A to Point B. For a high speed rail to be economically feasible must run much more frequently than the current train scheduling on many of these routes. So much activity would change the environment around existing rail lines radically and destroy all scenic aspects for all users of the area.

High speed rail therefore fits best with freeway systems which are devastated landscapes in every regard. Many already have visual and sound buffers which would be essential for high speed rail transiting through communities. Human beings can't live with such intense activity in their faces all the time. It is harmful to our health.

In San Diego this is the principle that should be followed. The proposed high speed rail from Riverside County should therefore follow the I-15 corridor right to Mission Valley, not deviate and be placed through Rose Canyon, which is between two residential areas and which currently is an open space that provides much needed green space between dense housing on the north and medium housing on the south.

In short, please do not approve a route through Rose Canyon.

Sincerely,

Kay Stewart
CA Landscape Architect # 2967
2171 India Street Suite A San Diego CA 92101
619-234-2668
kaytaff@sbcglobal.net



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 – La Jolla ☐ October 14 – San Diego ☐ October 15 – Escondido

Name (please print): Helga M Strong City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: helgam@sbglobal.net

Address: _____

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Your meeting was very informative. The High-Speed Rail would be a valuable addition to the California Transportation system. It's about time we take advantage of the technology. The path through Rose Canyon is the only logical way to go. Trains already go through there. Don't let the Friends of Rose Canyon unduly influence you about our pristine canyon. - I have lived in West University City for 34 years. The trains have been a no problem for the Flora and Fauna as far as I can tell. Song birds and raptors are plentiful and I have enjoyed them on many hikes through the canyon. They all will coexist with a High-Speed Train just fine.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing

Samuel O. Strong
3008 Curie Street
San Diego, CA 92122
(858) 452-8167

November 7, 2009

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: Los Angeles to San Diego
Via the Inland Empire Section EIR/EIS
925 L. Street, Suite 1425
Sacramento, CA 95814

SUBJECT: LA-SD HST Section via the Inland Empire

Dear Mr. Leavitt,

Thank you for conducting the Public Scoping Meeting Guide on October 13 in La Jolla and giving me the opportunity to comment for the record. I have lived for 35 years approximately one mile from the current railroad track in Rose Canyon and love hearing the trains. I walk in the canyon frequently and enjoy the open space that the canyon provides. You will receive comments from people living in University City that will say that Rose Canyon is a pristine ecological wilderness. That is simply not true and is a code for NOT IN MY BACK YARD. The canyon has tracks, trails, pipelines and transmission lines in it and they all coexist very well with the open space provided.

I very much favor the construction of the CALIFORNIA HIGH-SPEED TRAIN SYSTEM and am excited about the route through Rose Canyon. I think the system will provide an enviromently friendly way to travel in California and is a much needed improvement. I have enjoyed travel on high-speed trains in foreign countries and found it to be much superior to air or bus travel. Please precede expediciously so that I can see and enjoy this marvelous system.

Sincerely


Sam Strong

Kris Livingston

From: Jason Strunka [jas92129@gmail.com]
Sent: Wednesday, November 18, 2009 9:40 PM
To: HSR Comments
Subject: HSR SAN DIEGO

KEEP THE HSR DESTINATION STATION IN DOWNTOWN SAN DIEGO...NOT MISSION VALLEY!!!!

Kris Livingston

From: chris sullivan [csullivan2@san.rr.com]
Sent: Friday, November 13, 2009 12:13 PM
To: HSR Comments
Subject: LA-SD HST SECTION VIA THE INLAND EMPIRE

We are very, very, concerned, as residents of Bernardo Heights, Rancho Bernardo, about the increased noise from any new High Speed Rail line along I-15. The recent expansion of I-15 has aggravated the noise level tremendously and any new Rail line would make it even worse.

Only possible mitigating action , would be to build a sound wall adjacent to the I-15 to shield the noise from our Community of Vista De Bernardo, in specific, and Rancho Bernardo in general.

Kris Livingston

From: Tim Swift [swiftym@earthlink.net]
Sent: Wednesday, October 07, 2009 3:19 PM
To: HSR Comments
Subject: San Diego HS Rail Section

I am a strong backer of HSR, but I don't think putting the rail line in Rose Canyon is a good idea.

I also don't believe that the I-15 path is not being considered, it seems much more feasible to me.

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Ramada Limited, San Diego Airport,
3 1430 Rosecrans Street, San Diego, California, on
4 Wednesday, October 14, 2009, at 3:00 p.m., before
5 Mirosalva Olguin, Certified Shorthand Reporter No. 12959
6 for the State of California.

7
8

9 I N D E X

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	
25		

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
--	---	---	---	---

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21			
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13	P PAGE 2:10			

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Ramada Limited, San Diego Airport,
3 1430 Rosecrans Street, San Diego, California, on
4 Wednesday, October 14, 2009, at 3:00 p.m., before
5 Mirosalva Olguin, Certified Shorthand Reporter No. 12959
6 for the State of California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	
25		

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
--	---	---	---	---

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Miosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21	
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17		
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13	P PAGE 2:10			

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				

Kris Livingston

From: Pete and Liz Tereschuck [petelizt@gmail.com]
Sent: Friday, November 20, 2009 2:09 PM
To: HSR Comments
Subject: Comments on the CA High Speed Rail Project

Dear Sirs:

I am a 29 yr resident of Rancho Bernardo and recently retired President & General Manager of the San Diego Trolley system.

I recently appeared before the Rancho Bernardo Planning Board and expressed support for the content of their letter to you on the EIR scope. At the same time I expressed **opposition** to the project on personal and professional grounds. Here are the reasons;

1. There can be no good reason to change the southern alignment from the original existing rail corridor to the inland route along I-15. From my recollection this was due to affluent property owners along the coast and environmentalists that were concerned about more train traffic and noise. This change results in more land take, property condemnation and many more community issues. The revised proposed route carries the line inland and then has a dog leg west to L.A. It is curious ??? as to why the affluent coastal communities were spared at the expense of inland communities. To make matters worse and to support my assertion, there is a short line segment that terminates in Irvine and several points north toward L.A. Why this unnecessary and more costly route ?. What makes high speed rail systems work is straight alignments, fewer stops and direct service. In summary, the route change is **very** suspect.
2. Where can the route along I-15 possibly be built given the still under construction HOV corridor that added 4 lanes to the existing 10 lane freeway. The current 14 lane wide freeway is one of the widest in California. Since I am aware that HSR will require a double track ROW, that will require approximately 50 feet or more for tracks and related facilities, where will the ROW be located?? Since it is clear that adding it to the existing lanes will require significant land acquisition in an already tight situation, my guess is that it will require elevated structures that may exceed 75+ feet in height or sub grade (true tunnel or cut and cover)....under existing HOV lanes. This will be the only alternative and will be very costly. Noise and proximity to the community I live in will be a hot button issue and one very difficult or impossible to mitigate.
3. Noise,,,,,this will be very substantial and the community deserves noting less than an honest and professional assessment of projected noise from high speed trains. The assessment must include data from European systems (TGV or EuroStar) as well as those in Japan. Noise emanating from the wheelsets where it is worse to the upper electrical power collection equipment (pantographs) will be essential. Noise on elevated structure is much worse than at-grade operations as there is no ballast to absorb the noise due to direct fixation track installation. This results in noise travelling both laterally as well as resonating downward and reverberating under the deck and vertical columns. This is accurate and cannot be refuted. If the report does not address all these elements, I will be certain to bring it to our Boards attention.
4. Projects costs....here is where your information is most misleading. To suggest that the project cost for all 800 miles is \$40 billion and the L.A. to S.D. segment is \$3.5 billion is sheer nonsense. Any professional in the business knows this is grossly understated. Modern light rail systems are coming in at \$125-\$125 million per mile in 2008-2009 dollars. Ex. L.A.'s now eastside project and the Exposition Line still yet to open. Also the Seattle system is a good example. It is also a known fact that these LRT systems are not terribly sophisticated in comparison to HSR. Still known is that HSR systems are more

likely to cost \$200-\$250 million per mile or more if we project to future years. If we work the simple math, this makes the L.A. to S.D route costing over \$25 billion in current dollars and the entire HST system costing over \$225 billion. **This is a far cry from the costs projected in your material. The HSRA must be honest with their estimates.**

5. Who will pay to run this system? To suggest that it will pay for itself is pure nonsense. I know you are saying this because one or more European systems seem to make money as well as some in Asia. Well, this pre-supposes that they will be as heavily travelled as those systems. This is simply not the case and will never happen. Americans are tied closely to cars due to cheap gas, a wide network of freeways and cheap cars. This is not the case in Europe and Asia as use of public transportation has historically been the preferred travel mode...NOT THE CASE IN AMERICA...even with rail transit alternatives. The Government currently subsidizes each Amtrak passenger to the tune of \$32.00. In fact only one or two routes on Amtrak come close to covering expenses and that may be due to the fact that they don't own the ROW and all systems...they only have track operating rights and pay for train crews and rolling stock maintenance...not all the bells and whistles of a complete HSR system. The use of Transnet funds is impossible as they are already maxed out and can't be used. Expecting the State to cover the rest is also wishful thinking. The Governor is cutting funds for transit and since most state funds are derived from sales or gasoline sales tax, who knows when the economy will recover to make things better for transit funding increases. To expect businesses and vendors to pay the cost is also not likely to the the current and projected future economic downturn.

Please accept these comments as they will be shared with the local Planning Board as well. The HSR's future work will be closely evaluated by my community as well as others and it is incumbent to be honest and forthright as there are many professionals in the business who know whether information being developed is accurate or misleading / inaccurate.

Thank you

Peter Tereschuck
17312 Campillo Drive
San Diego, CA 92128



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): Sharon Thomson City: San Diego State: CA Zip: 92122

Organization/Business _____ E-mail: sat mouse 313@gmail.com

Address: 3241 Wellesly Avenue, San Diego, CA 92122

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Although I am in favor of a high speed rail system that would link Los Angeles to San Diego and reduce traffic and our carbon footprint, I do not think having the trains stop at University Towne Center and traveling through Rose Canyon is a good idea.

I have lived in University City just south of Rose Canyon for the last 18 years. Rose Canyon has always been important to our family as a close ~~place~~ retreat where we could get away and enjoy nature.

My family participated in numerous scout projects to remove non-native plants and replace them with native plants.

Recently I helped my 81 year old mother-in-law get down into the Canyon where she thrilled to the sounds of birds, stopped at the little creek and saw crawdads and heard tree frogs. In the short hour we were visiting Rose Canyon we saw people of all ages walking, biking and taking advantage of the quiet opportunity and mental lift provided by this corridor of green space.

It would be sad to have this quiet open space interrupted regularly by high speed trains racing by.

Sharon Thomson

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: sltraganza@aol.com
Sent: Monday, November 02, 2009 10:09 PM
To: HSR Comments
Subject: High Speed Rail

To whom it may concern,

I have lived in University City for over twenty years and appreciate the value of this geographic region of San Diego. My job requires that I travel all over our large county and I am familiar with the major routes for travel to the north, south and east of University City. I understand that a high speed rail system would be beneficial to San Diego and I support the idea of this method of transportation.

I am writing this letter to request that a full study of the I-15 to Qualcomm high speed rail route be done before final route selection is determined. This route has many benefits over the proposed route through Rose Canyon and has less environmental impact. The I-15 to Qualcomm route is a viable choice that should be investigated and studied fully.

Thank you for taking this issue seriously,
Susan Traganza
3032 Renault St.
San Diego, CA 92122

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
LAWRENCE FAMILY JEWISH COMMUNITY CENTER

TUESDAY, OCTOBER 13, 2009

LA JOLLA, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

1 REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
2 commencing at Lawrence Family Jewish Community Center,
3 4126 Executive Drive, La Jolla, California, on Tuesday,
4 October 13, 2009, at 3:00 p.m., before Mirosalva Olguin,
5 Certified Shorthand Reporter No. 12959 for the State of
6 California.

7

8

9

I N D E X

10	SPEAKERS:	PAGE
11	John M. Roberts - Resident	4
12	Maria I. Santos - Resident	5
13	P. Gretchen Nell - Resident	6
14	Jacqueline L. Parker - Resident	7
15	Alison Barton - Resident	9
16	Audrey Mitchell - Resident	10
17	Nancy Guy - Resident	11
18	Janay Kruger - Resident	11
19	Anna Giacconi - Resident	13
20	Aaron Konvisser - Resident	13
21	Ernie Lippe, M.D. - Resident	14
22	Sandra Lippe - Resident	16
23	Peggy L. Daly - Resident	17
24	Jim Treadway - Resident	19

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X (Cont.)

SPEAKERS:	PAGE
Anthony Lynch - Resident	19
Eileen Carman - Resident	22
Lisa Brezina - Resident	23

1 LA JOLLA, CALIFORNIA, TUESDAY, OCTOBER 13, 2009

2

3 JOHN M. ROBERTS - RESIDENT: As a longtime
4 resident of San Diego, and retired hotel manager, I was
5 responsible for opening up the first hotel in
6 Mission Bay, and today it continues to be very
7 successful, and it answered all of the environmental
8 issues. Then, again, in the '80s, as a hotel manager
9 for the Sheraton Corporation, I was responsible for the
10 team that won, successfully, the right to build the
11 hotel at Torrey Pines Golf Course.

12 We were able to present the architectural plan
13 that was extremely environmentally friendly, outbidding
14 some of the largest hotel operators in the world, from
15 Las Vegas, and my friendly competition, Del Coronado,
16 and several other hotels, and we did it through the
17 environmental aspects of showing how both can be
18 successful in planning an operation that is so sensitive
19 to the environment as building a hotel on the
20 Torrey Pines area, and the result is very successful,
21 today, up there. And I hope that what we're looking at,
22 at this public hearing involving the high-speed train,
23 which I, personally, am in favor of, a person that has
24 traveled in areas where it's been very successful, and I
25 want to see it happen in the San Diego County, but I am

1 definitely opposed of it going through Rose Canyon.

2 I'm at the age that I probably may not even be
3 here, living, when it's -- if you are successful. But I
4 want my grandchildren to be able to enjoy Rose Canyon.
5 And in my humble way, I'd like to save the promises that
6 were made on the environmental issues involving
7 Rose Canyon, and I believe the large shopping center
8 seems to be very concerned about the environmental
9 issues of the area. I cannot buy into seeing the route
10 going through Rose Canyon.

11 We had always felt that it was -- it was
12 environmental friendly to go on Highway 15 or across at
13 the Miramar exit, not through a sensitive area such as
14 Rose Canyon. And these are my concerns. And I actually
15 feel these are the promises that have been made to the
16 community. And I hope that you will continue to look
17 for alternative ways, as high electric poles, elevation,
18 are definitely detrimental to the Rose Canyon area.

19 MARIA I. SANTOS - RESIDENT: My name is Maria
20 Santos and I reside on Carroll Canyon Road, which, I
21 think, is the point of this project for now. And I'm
22 concerned about my condo -- or house, how it's going to
23 affect us. What's going to happen to our house? I'm
24 concerned about the market value once this happens.
25 And, I guess, that's it.

1 The relocation impact. I wanted to know more
2 about the relocation impact and the acquisition impact,
3 the land use issue and the loss of market value of my
4 condominium, because I'm right there by Carroll and
5 Miramar. I guess that's it. I just want to know what's
6 going to happen to us as the owner. Thank you.

7 P. GRETCHEN NELL - RESIDENT: The I-15 to
8 Qualcomm option should be fully studied in the
9 preparation of the DEIR -- I think we're doing a draft
10 today -- for the high-speed rail route in San Diego
11 County.

12 Number 2, the proposed UTC/Rose Canyon option
13 should be discarded. This is an environmentally
14 sensitive area and ecologically a part of the MSCP and
15 an open space park in the San Diego Park/Preserve
16 System. The habitat and animal corridors would be
17 destroyed during construction. And when the rail line
18 is in place, it would be destroyed. There will be
19 unacceptable -- unacceptable negative impacts to flora
20 and fauna, F-A-U-N-A.

21 Number 3, the Rose Canyon/UTC route goes
22 through a highly populated area where the tracks would
23 be very close to the homes. The noise pollution would
24 be unacceptable in this area because it's right next to
25 all these houses. Not my house, but still.

1 JACQUELINE L. PARKER - RESIDENT: I'm in favor
2 for the bullet train or high-speed rail, whatever you
3 call it. Anyway, I have -- as a taxpayer I want it to
4 be sited at a location that will have -- you know,
5 have -- will be effective without adversely affecting
6 the environment. I'm especially concerned about the
7 wildlife in Rose Canyon, which is a protected area, and
8 also -- but I feel that the I-15 corridor is the best
9 from many standpoints.

10 One, it meets your goal of connecting with
11 mass transit, because we already have an existing
12 trolley line that serves the county there. And I-15
13 could easily connect with the trolley, which could go
14 over to the airport and other parts of town and serve --
15 better serve the people of South San Diego as well as
16 North San Diego.

17 We have a geology problem. In that the
18 geology of the area that is in the coastal region,
19 especially the I -- especially the area west of 805,
20 it's just compressed sand. It is not -- much of it does
21 not have the stability that the area east of the 805
22 has. It's what I've been told.

23 I have concerns about the geology of the area
24 that is west of 805 to the coast. We have, you know --
25 because the vibration -- it's just compressed sand, most

1 of it is just compressed sand. And the vibration, and
2 other things involved, could be a problem. As far as
3 greater growth potential, these are all part of your
4 mission statement -- of your goals, I should say. There
5 is far more area for growth near I-15 than there is
6 here. We are already one of the most highly -- or dense
7 areas in the whole United States. And there would be
8 greater area for growth, which is one of your goals, if
9 you had it farther inland.

10 There are more people that need -- that are
11 using the inland area for transportation that could use
12 a train such as this more effectively than use the
13 coastal area. Another thing you have is the tunnel.
14 This tunnel is supposed to be separated from existing
15 roads, and that sort of thing. The areas where you're
16 considering sending -- some of the areas you're
17 considering sending it, the separation is -- is just a
18 matter of being underneath the road, which still can
19 adversely affect the stability of that road.

20 This area is densely populated. Okay. The
21 University City area is densely populated and there are
22 also lots of scientific -- scientific organizations that
23 have sensitive equipment, like the University of
24 California, Sorrento Valley and such, they have
25 sensitive equipment that could be adversely affected by

1 ground movement and would be adversely affected by any
2 construction process as well. Of all of the
3 considerations, the environmental consideration, I feel,
4 is critical and the protection of wildlife of San Diego.

5 The environment is vanishing to, you know,
6 build roads, build various things, and I think we have
7 to protect the wildlife, especially in the Rose Canyon
8 area. There are only over 100 species now of animals
9 that thrive on the environment that's there. And it's a
10 delicate balance. Okay. Thank you.

11 The other thing, environmental and cultural,
12 in the process of doing this train, which is needed in
13 California, is really important that you do not
14 seriously adversely affect the cultural -- the community
15 culture and the environment in the process. The I-15
16 needs to be given serious consideration. I alluded to
17 that, but I think I need to make a stronger statement,
18 and I mentioned some of the reasons why.

19 There's area for growth there where there
20 isn't here. You know, like I said before, that's more
21 stable -- generally stable, from what I've read. I'm
22 not a geologist, but that's what I read.

23 ALISON BARTON - RESIDENT: My name is
24 Alison Barton and I'm a resident of North University
25 City in a housing tract called Barcelona. And my

1 concern about the high-speed rail is that it's going to
2 go through the canyon near our house. And the name of
3 that canyon is Rose Canyon.

4 I have a young daughter, and another one on
5 the way, and they use that space for playing. I feel
6 that a high-speed rail is a good idea, but I think it
7 would be better served continuing down the 15 corridor
8 or anywhere else that's not through Rose Canyon. Thank
9 you.

10 AUDREY MITCHELL - RESIDENT: My name is
11 Audrey Mitchell and my comment is -- I've personally
12 ridden on the ICE throughout Europe, the ICE trains.
13 And I think it would be our first step towards -- going
14 towards becoming as technically as, like -- I feel that
15 they're ahead of us, and are technologically advanced in
16 their railroad system, and that would keep us up with
17 them.

18 Not only that, but it's very -- there's not
19 too many downsides to having a high-speed train
20 environmentally and just throughout California. I mean,
21 it's something that's been needed for a very long time.
22 And it would definitely solve a lot of issues with our
23 freeways -- how much money we're spending in our
24 freeways alone. Let alone -- I'm trying to think of
25 what I want to say. Like, there's a very small downturn

1 of it, basically; I personally am all for it.

2 NANCY GUY - RESIDENT: My name is Nancy Guy.
3 And I'm 100 percent in favor of this project for
4 environmental reasons, anything to get people out of
5 their cars. And I've had experience riding high-speed
6 trains in Asia. And it's embarrassing that we're so far
7 behind. It's time to catch up. Go green. And that's
8 that.

9 JANAY KRUGER - RESIDENT: I'm the chairman of
10 the University City Planning Group and we're in very
11 early stages of studying the alignment. And we would
12 like you to very seriously consider the I-15 alignment
13 to Qualcomm Transit Center as one of the preferred
14 alternatives. And then from that transit center, they'd
15 make a connection by the trolley to Lindbergh Field.
16 Your previous program level EIR, in 2005, showed that
17 route; so we want to keep it.

18 The second thing is we're really worried about
19 noise and vibration. We've computed that there's 134
20 trains a day. And we're really worried about the peak
21 hours and the impact on the residences, the high school,
22 and Rose Canyon Park. And then we'd like you to avoid
23 Rose Canyon Park. It is our only, like, urban open
24 space in the area, and we have wildlife corridor,
25 habitat, et cetera.

1 The community is really worried about tunnels.
2 We talked about tunnels 150 feet underground. And so
3 they want to know what the feasibility is, the cost, the
4 construction impact from excavation, how many trucks,
5 soil stability, where does the tunnel begin, where does
6 it end, and where would the platforms be for the tunnel,
7 to get in and out on the train.

8 And then the next points are visual. The
9 visual of the catenary poles. The catenary poles, you
10 know, are the big wires -- electrical wires that it runs
11 on. And then around them you have 12-feet high
12 chain-link fences and you'll have a lot of retaining
13 walls around the entrance and exit to the tunnel. So
14 we're worried about the visible.

15 The parking. The additional parking
16 necessary, at the UTC Station, increased traffic and the
17 impact of the storage and maintenance stations at 805
18 and La Jolla Village Drive. And, apparently, those
19 maintenance stations are for the entire section from
20 L.A. to San Diego; so they're fairly large.

21 And just, in general, we don't believe that
22 the UTC Transit Center has the same attraction as
23 Lindbergh Field and Ontario Airport, Escondido and
24 Qualcomm. We're more of a shopping, working, medical,
25 residential area. We're not a tourist designation --

1 destination; so I would like you to include those in the
2 comments. Thank you.

3 ANNA GIACCONI - RESIDENT: The proposed run
4 through Rose Canyon should be reviewed and, in my
5 opinion, an alternative route found for the following
6 reasons:

7 One, noise from the increased number of
8 trains, not to mention the vibration damage that can be
9 caused on delicate ridges. Two, Rose Canyon is a park
10 with wildlife. This would be completely ruined by
11 additional traffic. Three, increased people traffic.
12 Our city is a residential/business area, not a tourist
13 area. Four, construction of the wires and large poles,
14 fences, et cetera, will seriously hurt the scenery and
15 visual beauty of the area.

16 Five, reopen the I-15 corridor from Miramar
17 down to Qualcomm Transit station. This makes much more
18 sense, because that was originally proposed. Six,
19 considering how fragile our area is, where are the
20 feasibility studies concerning tunnels and having them
21 built, and, finally, where are the trains going to be
22 stored. A large area is going to be needed for
23 unsightly storage. That's it.

24 AARON KONVISSER - RESIDENT: My name is
25 Aaron Konvisser. And I'm very excited about the

1 prospect of high-speed rail. However, I have some
2 concerns.

3 Number one, I believe that we need to have
4 stations at San Diego and L.A. airports, long term. A
5 path to -- a path that also connects San Francisco is
6 needed. Not linking the airports is, in my opinion, a
7 critical flaw. Number two, I am concerned about the
8 proposed path through Rose Canyon, in San Diego, near
9 University City. There is very high density of housing
10 in the area, and the train from the existing track in
11 Rose Canyon can already be heard through most of the
12 community, including Doyle Park and Doyle Elementary
13 School.

14 Rose Canyon, itself, also serves as a
15 community resource with trails and the fragile
16 ecosystem. A high-speed rail would divide the canyon,
17 making it inaccessible from both sides. Ideally, the
18 train should not appear above ground until it joins
19 I-15. Number three, proposed location of University
20 Station should leverage existing parking from UTC mall.
21 And number four, please reconsider the I-15 corridor
22 routing. Thank you.

23 ERNIE LIPPE, M.D. - RESIDENT: Despite the
24 fact that voters have approved the HSR, I don't believe
25 that they have a realistic valuation about how much this

1 is really going to cost. For example, Amtrak has been
2 underwritten by federal taxes for over 40 years. It has
3 yet to show a profit. The demand for HSR is not there.
4 If you look at existing trains and buses, the majority
5 of them that pass you on the street are 90 percent
6 vacant. There isn't a demand for this.

7 Once the train is built and the railway is
8 there, you cannot unbuild it. There's no way that you
9 can recover the cost. It will ruin -- if placed, it
10 will ruin the Rose Canyon natural habitat. Rose Canyon
11 has also a severe seismological fault, earthquake
12 potential. You don't want to be digging 150 feet below
13 the surface of the pre-existing land in order to put a
14 tunnel for a train.

15 The frequency of the trains will produce
16 intolerable noise pollution. It's estimated that up to
17 134 per day will pass through this area. Overhead wires
18 will be utilized for the electrical source. This is in
19 contrast to what is going on today, in the city, when
20 street wires for overhead telegraph poles are being put
21 below the ground; so we bury some wires and now we're
22 going to construct others for the train.

23 The cost cannot possibly be met by its usage.
24 If there is going to be a railway construction, it
25 should be placed down pre-existing freeways such as

1 I-15, Route 8, Interstate 5; for example, Chicago,
2 Illinois, which has got some of its main freeways next
3 to the elevated subway tracks in that particular area.

4 The proximity of HSR to pre-existing homes
5 will harmfully affect real estate values. Earlier
6 Rose Canyon studies, to place a passenger station there
7 showed that too few a number of people were riding to
8 justify the cost of even putting in a station. It was
9 found by the study that it would be cheaper for those
10 who would use the station to buy them each a
11 35,000-dollar car than it would be to construct the
12 station, which is largely going to stand vacant most of
13 the time.

14 The sprawling city villages of San Diego, with
15 its random geometrics, is not dictated either. There is
16 no -- literally, no urban center to which the train can
17 take people since employment skirts the entire county.
18 This cannot pay for itself. Thank you.

19 SANDRA LIPPE - RESIDENT: Thank you for coming
20 to University City. I wish we could take you on a tour
21 of Rose Canyon, an escape to nature next to an urban
22 glass and concrete city to the north and our suburban
23 area to the south. I endorse the idea of high-speed
24 rail for travel. But I can tell you this, that
25 Rose Canyon isn't the route you need. You would be

1 better served to pursue the I-15 corridor to Qualcomm
2 and do a full study and EIR of this choice.

3 Presently, Amtrak is a connection with history
4 and fits into the Rose Canyon environment. High-speed
5 rail, with 134 trains a day, question mark, two new
6 high-speed rail tracks on the north side of existing
7 tracks, question mark, multiple overhead wires and large
8 poles, question mark, a 12-foot high chain-link fence,
9 question mark, tunneling in an earthquake fault area,
10 question mark, 150 feet double-track tunnel, question
11 mark. You have to be kidding.

12 Think of high-speed rail on the I-15 corridor
13 rather than the winding route through Rose Canyon. It
14 will be faster, less expensive, with less noise impact
15 on the two-legged animals. We humans -- us humans,
16 excuse me, will be a perfect fit as Mission Valley
17 grows. The trolleys are already running to and through
18 Qualcomm. Rose Canyon is the best blood pressure
19 medicine to be found and it is free. Please don't be a
20 party to destroying it when you have a better choice on
21 route 15, a straighter shot to Qualcomm. Thank you.

22 PEGGY L. DALY - RESIDENT: I'm Peggy Daly.
23 I'm a resident of University City and been there for a
24 long time. And I've had to -- I've seen the community
25 change, and I understand there is a need for growth.

1 That should also be tempered with ensuring that the
2 quality of life is maintained for those residents who
3 live there for specific reasons. And I am in favor of a
4 high-speed rail system. I think in the future, when gas
5 prices go through the roof, that this may be
6 economically feasible and necessary for people to change
7 their habits.

8 I do have a problem with a transfer point
9 being located in the UTC area for several reasons. One,
10 is that already our infrastructure is overloaded. This
11 would just add more problems to the existing area and
12 the existing problem. It does not make sense to have a
13 transfer point here because it is so close to the
14 station or to the terminals anyway. An intermediate
15 point that has the infrastructure would make far more
16 sense.

17 For example, Solana Beach Trolley Station.
18 That is a transfer point. Miramar, Qualcomm Stadium,
19 which may become defunct as the Chargers move out of it,
20 anyway. That would be an ideal place. Once again, it
21 is the quality of life for those who already live there.
22 We shouldn't suffer for the sake of transient population
23 just passing through. So, with that, I urge you to
24 reconsider the location. Thank you very much.

25 JIM TREADWAY - RESIDENT: I'm against having

1 the high-speed rail go through Rose Canyon because of --
2 it's a natural state -- the power poles and the noise,
3 and all of that, unless it goes underground. Of course,
4 which then it doesn't matter. I think that's the basic
5 point. I live on the canyon itself. So I don't want to
6 look out on elevated wires and so forth. Thank you.

7 ANTHONY LYNCH - RESIDENT: I wanted to say
8 that I really think that the high-speed rail is an
9 outstanding idea. It's excellent. Basically, I believe
10 that California and the entire country is way overdue
11 for something like that. It's just -- because I know
12 that something like this actually was proposed back in
13 1976.

14 And, in fact, there was -- the Japanese
15 actually wanted to put it in between Los Angeles and San
16 Diego and a lot of the people along the I5 corridor
17 picked up murder over it and said that they -- said it
18 wasn't needed. And a lot of those people, actually,
19 were driving their cars instead. And at that time,
20 they, basically, wanted more lanes in the freeway
21 instead. And the thing is that that didn't really solve
22 the problem.

23 And that's, basically, why I certainly feel
24 very strongly that the high-speed rail is really needed
25 here in this country. Because I've seen -- I've been on

1 the rail -- the Acela train back east, between Boston,
2 New York, and Washington D.C., and I found that it's
3 really, really comfortable. And it's just -- even
4 though it's just a little bit faster than the regular
5 Amtrak trains, but still -- I mean, it's -- I mean, you
6 get on that thing and, I mean, it basically -- you get
7 into places like Washington D.C. and Philadelphia, and
8 even Boston, Massachusetts, quicker than the regular
9 Amtrak trains.

10 And it's just -- and with this -- I know that
11 with the TGV and the train that actually operates
12 between London and Paris that -- I think it's either 320
13 or 350 mile trip in an hour and 20 minutes. And it's
14 incredibly fast. In fact, even when that started
15 running, within about a week the airlines, like British
16 Airways and British Midland Airways, that operated
17 airways between Heathrow and Gatwick to Charles de
18 Gaulle Airport and Paris Orly Airport in Paris, noticed
19 that there was a drastic reduction in the amount of
20 people flying.

21 Because the thing is, is that with this
22 high-speed rail that they have, it goes from the center
23 of one city right into the heart of -- the center of
24 another. So people don't have to take taxis or take
25 trains either to or from those airports. And it's --

1 and even Ireland, where I'm from, a lot of people take
2 the train rather than drive. And one of the reasons is
3 being high gas prices they have there. But the other
4 reason being is that it's more -- as well as, it's
5 quicker. It's noted in Dublin to have a light rail
6 system that connects the two main rail stations. It
7 connects Connolly Station, that takes all the trains
8 from Northern Ireland, with -- with Heuston Station,
9 that takes all the trains from Southern Ireland as well.

10 And when they put in that light rail system,
11 it was a fabulous idea, what they did. And, eventually,
12 that light rail system is going to go all the way to
13 Dublin International Airport and the other end of
14 Dublin, so it will take -- for people that work at
15 Dublin Airport and have to -- have to drive to and from
16 their jobs, it will take an enormous amount of traffic
17 off of the streets of Dublin.

18 In fact, Dublin was listed in the
19 Guinness Book of World Records as having the world's
20 worst traffic jams. And it was -- and the city where
21 I'm from, they're considering the train now that goes up
22 to the town of Ennis, they're considering -- they're
23 seriously considering of doing a loop on that and having
24 it go right into Shannon International Airport, which is
25 about 15 miles north of Shannon Airport. And if they do

1 that, I mean, for the people that work at Shannon, that
2 commute between Ennis and Shannon everyday, it will take
3 a considerable amount of traffic off of the road. So
4 I'm totally convinced that the rail does work and I
5 strongly support this rail here in California.

6 EILEEN CARMAN - RESIDENT: My neighborhood is
7 called Mira Mesa. My neighborhood is the most populous
8 neighborhood in the entire City of San Diego. My
9 neighborhood is totally forgotten, time, after time,
10 after time, by any types of improvements such as this.

11 A number of years ago Gray Davis wrote me a
12 letter saying he had put \$89 million into his budget to
13 bring light rail to Mira Mesa off the 8 up to the 15.
14 The money was redirected into building trolley lines to
15 San Diego State University instead.

16 I feel that we are a forgotten community. We
17 need to secede from San Diego. Since we are forgotten
18 we get the least police patrols. We have the most crime
19 in San Diego right now because our neighborhood up there
20 is totally impacted by overpopulation. We will not get
21 this unless we scream and yell and protest and scream
22 and yell some more.

23 This light rail system needs to have a stop at
24 Mira Mesa Boulevard, or very close, so that we also have
25 access to it in a reasonable manner. We don't need to

1 go to Miramar Road because that's pure businesses. The
2 most people live north of Mira Mesa Boulevard -- I mean,
3 off Miramar Road up near Mira Mesa Boulevard. It's
4 totally impacted. It's ghetto-ish now because we have
5 no services like that. The buses in San Diego are the
6 worst buses system -- it's the worst bus system in the
7 whole of the metropolitan in California.

8 We don't get good service. We don't get
9 timely service and we don't even have extended hours
10 service. Buses come too late for me to hop a bus to go
11 to work. I have to be at work at 6:00 a.m. and there's
12 no way catching a 5:20 bus and connecting to two others
13 would get me to my work on time. Having something like
14 this I could probably make it. But, you know, it's up
15 to them to bring it to my neighborhood. Thank you.

16 LISA BREZINA - RESIDENT: Basically, I want
17 you to consider going down the I-15 corridor versus
18 cutting through Rose Canyon and University City, either
19 I-15 or 163. I think I-15 at Qualcomm Stadium is an
20 alternative route that's not being considered. That's
21 my major comment. I feel very strongly about it, going
22 through Rose Canyon, through that area, at University
23 City, I would like to see it just go south or north on
24 the I-15.

25 (The comments concluded at 6:45 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

A	Asia 11:6	14:8,11,14,16	computerized 24:8	D
Aaron 2:20 13:24	aspects 4:17	15:10,10 16:6,21	concern 10:1	D 2:9 3:1
13:25	attraction 12:22	16:25 17:4,13,18	concerned 5:8,22,24	Daly 2:23 17:22,22
able 4:12 5:4	Audrey 2:16 10:10	19:1,5 23:18,22	7:6 14:7	damage 13:8
access 22:25	10:11	Canyon/UTC 6:21	concerning 13:20	daughter 10:4
accurate 24:9	avoid 11:22	car 16:11	concerns 5:14 7:23	Davis 22:11
Acela 20:1	a.m 23:11	Carman 3:4 22:6	14:2	day 11:20 15:17
acquisition 6:2	B	Carroll 5:20 6:4	concluded 23:25	17:5 24:13
add 18:11	back 19:12 20:1	cars 11:5 19:19	concrete 16:22	de 20:17
additional 12:15	balance 9:10	catch 11:7	condo 5:22	definitely 5:1,18
13:11	Barcelona 9:25	catching 23:12	condominium 6:4	10:22
advanced 10:15	Barton 2:15 9:23,24	catenary 12:9,9	connect 7:13	defunct 18:19
adversely 7:5 8:19	basic 19:4	caused 13:9	connecting 7:10	DEIR 6:9
8:25 9:1,14	basically 11:1 19:9	center 1:8 2:2 5:7	23:12	Del 4:15
affect 5:23 8:19 9:14	19:20,23 20:6	11:13,14 12:22	connection 11:15	delicate 9:10 13:9
16:5	23:16	16:16 20:22,23	17:3	demand 15:3,6
age 5:2	Bay 4:6	certainly 19:23	connects 14:5 21:6,7	dense 8:6
ago 22:11	Beach 18:17	CERTIFICATE	Connolly 21:7	densely 8:20,21
ahead 10:15	beauty 13:15	24:1	consider 11:12	23:17
airlines 20:15	becoming 10:14	Certified 2:5 24:3	23:17	considerable 22:3
airport 7:14 12:23	believe 5:7 12:21	certify 24:4	consideration 9:3	9:16
20:18,18 21:13,15	14:3,24 19:9	cetera 11:25 13:14	9:16	considerations 9:3
21:24,25	best 7:8 17:18	chain-link 12:12	considered 23:20	13:19 21:21,22,23
airports 14:4,6	better 7:15 10:7	17:8	considering 8:16,17	construct 15:22
20:25	17:1,20	chairman 11:9	16:11	construction 6:17
airways 20:16,16,17	big 12:10	change 17:25 18:6	9:2 12:4 13:13	15:24
alignment 11:11,12	bit 20:4	Chargers 18:19	Cont 3:1	continue 5:16
Alison 2:15 9:23,24	blood 17:18	Charles 20:17	continues 4:6	continuing 10:7
alluded 9:16	Book 21:19	cheaper 16:9	contrast 15:19	convinced 22:4
alternative 5:17	Boston 20:1,8	Chicago 16:1	Coronado 4:15	Corporation 4:9
13:5 23:20	Boulevard 22:24	choice 17:2,20	corridor 7:8 10:7	11:24 13:16 14:21
alternatives 11:14	23:2,3	city 8:21 9:25 11:10	17:1,12 19:16	23:17
amount 20:19 21:16	Brezina 3:5 23:16	13:12 14:9 15:19	corridors 6:16	16:8
22:3	bring 22:13 23:15	16:14,20,22 17:23	cost 12:3 15:1,9,23	19:10,25
Amtrak 15:1 17:3	British 20:15,16	20:23 21:20 22:8	7:12 16:17	country 4:25 6:11
20:5,9	budget 22:12	23:18,23	course 4:11 19:3	7:12 16:17
Angeles 19:15	build 4:10 9:6,6	close 6:23 18:13	crime 22:18	critical 9:4 14:7
animal 6:16	building 4:19 22:14	22:24	CSR 1:24 24:16	cultural 9:11,14
animals 9:8 17:15	built 13:21 15:7	coast 7:24	culture 9:15	cutting 23:18
Anna 2:19 13:3	bullet 7:2	coastal 7:18 8:13		
answered 4:7	bury 15:21	come 23:10		
Anthony 3:3 19:7	bus 23:6,10,12	comfortable 20:3		
anyway 7:3 18:14	buses 15:4 23:5,6,10	coming 16:19		
18:20	businesses 23:1	commencing 2:2		
apparently 12:18	buy 5:9 16:10	comment 10:11		
appear 14:18	C	23:21		
approved 14:24	California 1:7,16	23:25		
architectural 4:12	2:3,6 4:1 8:24	community 1:8 2:2		
area 4:20 5:9,13,18	9:13 10:20 19:10	5:16 9:14 12:1		
6:14,22,24 7:7,18	22:5 23:7 24:4,16	14:12,15 17:24		
7:19,21,23 8:5,8	call 7:3	22:16		
8:11,13,20,21 9:8	called 9:25 22:7	commute 22:2		
9:19 11:24 12:25	canyon 5:1,4,7,10	competition 4:15		
13:12,13,15,19,22	5:14,18,20 6:12	completely 13:10		
14:10 15:17 16:3	7:7 9:7 10:2,3,3,8	compressed 7:20,25		
16:23 17:9 18:9	11:22,23 13:4,9	8:1		
18:11 23:22		computed 11:19		
areas 4:24 8:7,15,16				

economically 18:6	F	Gatwick 20:17	Highway 5:12	Ireland 21:1,8,9
ecosystem 14:16	fabulous 21:11	Gaulle 20:18	high-speed 1:7 4:22	issue 6:3
effective 7:5	fact 14:24 19:14	general 12:21	6:10 7:2 10:1,6,19	issues 4:8 5:6,9
effectively 8:12	20:14 21:18	generally 9:21	11:5 14:1,16	10:22
Eileen 3:4 22:6	fairly 12:20	geologist 9:22	16:23 17:4,6,12	I-15 6:7 7:8,12 8:5
EIR 11:16 17:2	Family 1:8 2:2	geology 7:17,18,23	18:4 19:1,8,24	9:15 11:12 13:16
either 16:15 20:12	far 8:2,5 11:6 18:15	geometrics 16:15	20:22	14:19,21 16:1
20:25 23:18	farther 8:9	ghetto-ish 23:4	history 17:3	17:1,12 23:17,19
electric 5:17	fast 20:14	Giacconi 2:19 13:3	homes 6:23 16:4	23:19,24
electrical 12:10	faster 17:14 20:4	given 9:16	hop 23:10	I5 19:16
15:18	fault 15:11 17:9	glass 16:22	hope 4:21 5:16	J
Elementary 14:12	fauna 6:20	go 5:12 7:13 10:2	hotel 4:4,5,8,11,14	Jacqueline 2:14 7:1
elevated 16:3 19:6	favor 4:23 7:1 11:3	11:7 18:5 19:1	4:19	jams 21:20
elevation 5:17	18:3	21:12,24 23:1,10	hotels 4:16	Janay 2:18 11:9
embarrassing 11:6	feasibility 12:3	23:23	hour 20:13	Japanese 19:14
employment 16:17	13:20	goal 7:10	hours 11:21 23:9	Jewish 1:8 2:2
endorse 16:23	feasible 18:6	goals 8:4,8	house 5:22,23 6:25	Jim 2:24 18:25
enjoy 5:4	federal 15:2	goes 6:21 19:3 20:22	10:2	jobs 21:16
Ennis 21:22 22:2	feel 5:15 7:8 9:3	21:21	houses 6:25	John 2:11 4:3
enormous 21:16	10:5,14 19:23	going 5:1,10,22,23	housing 9:25 14:9	joins 14:18
ensuring 18:1	22:16 23:21	6:6 10:1,13 13:21	HSR 14:24 15:3	Jolla 1:16 2:3 4:1
entire 12:19 16:17	feet 12:2 15:12	13:22 15:1,19,22	16:4	12:18
19:10 22:8	17:10	15:24 16:12 21:12	humans 17:15,15	justify 16:8
entrance 12:13	felt 5:11	23:17,21	humble 5:5	K
environment 4:19	fence 17:8	Golf 4:11	hurt 13:14	keep 10:16 11:17
7:6 9:5,9,15 17:4	fences 12:12 13:14	good 10:6 23:8	I	kidding 17:11
environmental 4:7	Field 11:15 12:23	grandchildren 5:4	ICE 10:12,12	know 6:1,5 7:4,24
4:17 5:6,8,12 9:3	finally 13:21	Gray 22:11	idea 10:6 16:23 19:9	9:5,20 12:3,10
9:11 11:4	first 4:5 10:13	greater 8:3,8	21:11	19:11 20:10 23:14
environmentally	fit 17:16	green 11:7	ideal 18:20	Konvisser 2:20
4:13 6:13 10:20	fits 17:4	Gretchen 2:13 6:7	Ideally 14:17	13:24,25
equipment 8:23,25	Five 13:16	ground 9:1 14:18	Illinois 16:2	Kruger 2:18 11:9
Ernie 2:21 14:23	flaw 14:7	15:21	impact 6:1,2,2	L
escape 16:21	flora 6:19	Group 11:10	11:21 12:4,17	L 2:14,23 7:1 17:22
Escondido 12:23	fly 20:20	grows 17:17	17:14	La 1:16 2:3 4:1
especially 7:6,19,19	following 13:5	growth 8:3,5,8 9:19	impacted 22:20	12:18
9:7	foregoing 24:6,9	17:25	23:4	land 6:3 15:13
estate 16:5	forgotten 22:9,16,17	guess 5:25 6:5	impacts 6:19	lanes 19:20
estimated 15:16	forth 19:6	Guinness 21:19	important 9:13	large 5:7 12:20
et 11:25 13:14	found 13:5 16:9	Guy 2:17 11:2,2	improvements	13:13,22 17:7
Europe 10:12	17:19 20:2	H	22:10	largely 16:12
eventually 21:11	four 13:13 14:21	habitat 6:16 11:25	inaccessible 14:17	largest 4:14
everyday 22:2	fragile 13:19 14:15	15:10	include 13:1	Las 4:15
example 15:1 16:1	Francisco 14:5	habits 18:7	including 14:12	late 23:10
18:17	free 17:19	happen 4:25 5:23	increased 12:16	Lawrence 1:8 2:2
excavation 12:4	freeway 19:20	6:6	13:7,11	letter 22:12
excellent 19:9	freeways 10:23,24	happens 5:24	incredibly 20:14	level 11:16
excited 13:25	15:25 16:2	harmfully 16:5	infrastructure	leverage 14:20
excuse 17:16	frequency 15:15	heard 14:11	18:10,15	life 18:2,21
Executive 2:3	friendly 4:13,15	hearing 4:22	inland 8:9,11	light 21:5,10,12
existing 7:11 8:14	5:12	heart 20:23	intermediate 18:14	22:13,23
14:10,20 15:4	full 17:2	Heathrow 20:17	International 21:13	Lindbergh 11:15
17:6 18:11,12	fully 6:8	Heuston 21:8	21:24	12:23
exit 5:13 12:13	future 18:4	high 5:17 11:21	Interstate 16:1	line 6:17 7:12
expensive 17:14	F-A-U-N-A 6:20	12:11 14:9 17:8	intolerable 15:16	lines 22:14
experience 11:5	G	21:3	involved 8:2	
extended 23:9	gas 18:4 21:3	highly 6:22 8:6	involving 4:22 5:6	
extremely 4:13				

linking 14:6 Lippe 2:21,22 14:23 16:19 Lisa 3:5 23:16 listed 21:18 literally 16:16 little 20:4 live 18:3,21 19:5 23:2 living 5:3 located 18:9 location 7:4 14:19 18:24 London 20:12 long 10:21 14:4 17:24 longtime 4:3 look 5:16 15:4 19:6 looking 4:21 loop 21:23 Los 19:15 loss 6:3 lot 10:22 12:12 19:16,18 21:1 lots 8:22 Lynch 3:3 19:7 L.A 12:20 14:4	metropolitan 23:7 Midland 20:16 mile 20:13 miles 21:25 million 22:12 minutes 20:13 Mira 22:7,13,24 23:2,3 Miramar 5:13 6:5 13:16 18:18 23:1 23:3 Mirosalva 1:24 2:4 24:3,15 mission 4:6 8:4 17:16 Mitchell 2:16 10:10 10:11 money 10:23 22:14 move 18:19 movement 9:1 MSCP 6:14 multiple 17:7 murder 19:17 M.D 2:21 14:23	number 6:12,21 13:7 14:3,7,19,21 16:7 22:11	people 7:15 8:10 11:4 13:11 16:7 16:17 18:6 19:16 19:18 20:20,24 21:1,14 22:1 23:2 percent 11:3 15:5 perfect 17:16 person 4:23 personally 4:23 10:11 11:1 Philadelphia 20:7 picked 19:17 Pines 4:11,20 place 6:18 16:6 18:20 placed 15:9,25 places 20:7 plan 4:12 planning 4:18 11:10 platforms 12:6 playing 10:5 please 14:21 17:19 point 5:21 18:8,13 18:15,18 19:5 points 12:8 poles 5:17 12:9,9 13:13 15:20 17:8 19:2 police 22:18 pollution 6:23 15:16 populated 6:22 8:20 8:21 population 18:22 populous 22:7 possibly 15:23 potential 8:3 15:12 power 19:2 preferred 11:13 preparation 6:9 present 4:12 Presently 17:3 pressure 17:18 previous 11:16 pre-existing 15:13 15:25 16:4 prices 18:5 21:3 probably 5:2 23:14 problem 7:17 8:2 18:8,12 19:22 problems 18:11 proceedings 24:6,10 process 9:2,12,15 produce 15:15 profit 15:3 program 11:16 project 5:21 11:3 promises 5:5,15 proposed 6:12 13:3	13:18 14:8,19 19:12 prospect 14:1 protect 9:7 protected 7:7 protection 9:4 protest 22:21 proximity 16:4 public 1:6 2:1 4:22 pure 23:1 pursue 17:1 put 15:13,20 19:15 21:10 22:12 putting 16:8 p.m 2:4 23:25
M	N	O	Q	R
M 2:11 4:3 main 16:2 21:6 maintained 18:2 maintenance 12:17 12:19 major 23:21 majority 15:4 making 14:17 mall 14:20 manager 4:4,8 manner 22:25 Maria 2:12 5:19,19 mark 17:5,7,8,9,10 17:11 market 5:24 6:3 mass 7:11 Massachusetts 20:8 matter 8:18 19:4 mean 10:20 20:5,5,6 22:1 23:2 medical 12:24 medicine 17:19 MEETING 1:6 2:1 meets 7:10 mention 13:8 mentioned 9:18 Mesa 22:7,13,24 23:2,3 met 15:23	N 2:9 3:1 name 5:19 9:23 10:2 10:10 11:2 13:24 24:12 Nancy 2:17 11:2,2 natural 15:10 19:2 nature 16:21 near 8:5 10:2 14:8 23:3 necessary 12:16 18:6 need 8:10 9:17 14:3 16:25 17:25 22:17 22:25 needed 9:12 10:21 13:22 14:6 19:18 19:24 needs 9:16 22:23 negative 6:19 neighborhood 22:6 22:7,8,9,19 23:15 Nell 2:13 6:7 new 17:5 20:2 noise 6:23 11:19 13:7 15:16 17:14 19:2 north 7:16 9:24 16:22 17:6 21:25 23:2,23 Northern 21:8 noted 21:5 noticed 20:18	October 1:15 2:4 4:1 Okay 8:20 9:10 Olguin 1:24 2:4 24:3,15 once 5:24 15:7 18:20 Ontario 12:23 open 6:15 11:23 opening 4:5 operated 20:16 operates 20:11 operation 4:18 operators 4:14 opinion 13:5 14:6 opposed 5:1 option 6:8,12 order 15:13 organizations 8:22 originally 13:18 Only 20:18 outbidding 4:13 outstanding 19:9 overdue 19:10 overhead 15:17,20 17:7 overloaded 18:10 overpopulation 22:20 owner 6:6	Qualcomm 6:8 11:13 12:24 13:17 17:1,18,21 18:18 23:19 quality 18:2,21 question 17:5,7,8,9 17:10,10 quicker 20:8 21:5	rail 6:10,17 7:2 10:1 10:6 14:1,16 16:24 17:5,6,12 18:4 19:1,8,24 20:1,22 21:5,6,10 21:12 22:4,5,13 22:23 railroad 10:16 railway 15:7,24 random 16:15 read 9:21,22 real 16:5 realistic 14:25 really 9:13 11:18,20 12:1 15:1 19:8,21 19:24 20:3,3 reason 21:4 reasonable 22:25 reasons 9:18 11:4 13:6 18:3,9 21:2 reconsider 14:21 18:24 record 24:9 Records 21:19 recover 15:9 redirected 22:14 reduction 20:19 region 7:18 regular 20:4,8 relocation 6:1,2 reopen 13:16

reported 1:24 24:6 Reporter 2:5 24:4 REPORTER'S 1:6 2:1 24:1 reside 5:20 residences 11:21 resident 2:11,12,13 2:14,15,16,17,18 2:19,20,21,22,23 2:24 3:3,4,5 4:3,4 5:19 6:7 7:1 9:23 9:24 10:10 11:2,9 13:3,24 14:23 16:19 17:22,23 18:25 19:7 22:6 23:16 residential 12:25 residential/business 13:12 residents 18:2 resource 14:15 responsible 4:5,9 result 4:20 retaining 12:12 retired 4:4 reviewed 13:4 ridden 10:12 ridges 13:9 riding 11:5 16:7 right 4:10 6:4,24 20:23 21:24 22:19 road 5:20 8:18,19 22:3 23:1,3 roads 8:15 9:6 Roberts 2:11 4:3 roof 18:5 Rose 5:1,4,7,10,14 5:18 6:21 7:7 9:7 10:3,8 11:22,23 13:4,9 14:8,11,14 15:10,10 16:6,21 16:25 17:4,13,18 19:1 23:18,22 route 5:9 6:10,21 11:17 13:5 16:1 16:25 17:13,21 23:20 routing 14:22 ruin 15:9,10 ruined 13:10 run 13:3 running 17:17 20:15 runs 12:10	7:15,16 9:4 12:20 14:4,5,8 16:14 19:15 22:8,15,17 22:19 23:5 sand 7:20,25 8:1 Sandra 2:22 16:19 Santos 2:12 5:19,20 save 5:5 saying 22:12 scenery 13:14 school 11:21 14:13 scientific 8:22,22 SCOPING 1:6 2:1 scream 22:21,21 secede 22:17 second 11:18 section 12:19 see 4:25 23:23 seeing 5:9 seen 17:24 19:25 seismological 15:11 sending 8:16,17 sense 13:18 18:12 18:16 sensitive 4:18 5:13 6:14 8:23,25 separated 8:14 separation 8:17 serious 9:16 seriously 9:14 11:12 13:14 21:23 serve 7:14,15 served 10:7 17:1 serves 7:12 14:14 service 23:8,9,10 services 23:5 severe 15:11 Shannon 21:24,25 22:1,2 Sheraton 4:9 shopping 5:7 12:24 Shorthand 2:5 24:3 shot 17:21 show 15:3 showed 11:16 16:7 showing 4:17 side 17:6 sides 14:17 sited 7:4 Six 13:18 skirts 16:17 small 10:25 soil 12:5 Solana 18:17 solve 10:22 19:21 Sorrento 8:24 sort 8:15 source 15:18	south 7:15 16:23 23:23 Southern 21:9 space 6:15 10:5 11:24 SPEAKERS 2:10 3:2 species 9:8 specific 18:3 spending 10:23 sprawling 16:14 stability 7:21 8:19 12:5 stable 9:21,21 Stadium 18:18 23:19 stages 11:11 stand 16:12 standpoints 7:9 started 20:14 state 2:5 19:2 22:15 24:4,16 statement 8:4 9:17 States 8:7 station 12:16 13:17 14:20 16:6,8,10 16:12 18:14,17 21:7,8 stations 12:17,19 14:4 21:6 stenographically 24:7 step 10:13 stop 22:23 storage 12:17 13:23 stored 13:22 straighter 17:21 street 15:5,20 streets 21:17 stronger 9:17 strongly 19:24 22:5 23:21 studied 6:8 studies 13:20 16:6 study 16:9 17:2 studying 11:11 subscribed 24:12 suburban 16:22 subway 16:3 successful 4:7,18,20 4:24 5:3 successfully 4:10 suffer 18:22 support 22:5 supposed 8:14 surface 15:13 system 1:7 6:16 10:16 18:4 21:6	21:10,12 22:23 23:6,6 <hr/> T <hr/> take 16:17,20 20:24 20:24 21:1,14,16 22:2 taken 24:10 takes 21:7,9 talked 12:2 taxes 15:2 taxis 20:24 taxpayer 7:3 team 4:10 technically 10:14 technologically 10:15 telegraph 15:20 tell 16:24 tempered 18:1 term 14:4 terminals 18:14 TGV 20:11 Thank 6:6 9:10 10:8 13:2 14:22 16:18 16:19 17:21 18:24 19:6 23:15 they'd 11:14 thing 8:13,15 9:11 11:18 19:21 20:6 20:21 things 8:2 9:6 think 5:21 6:9 9:6 9:17 10:6,13,24 17:12 18:4 19:4,8 20:12 23:19 three 13:11 14:19 thrive 9:9 time 10:21 11:7 16:13 17:24 19:19 22:9,9,10 23:13 24:10 timely 23:9 today 4:6,21 6:10 15:19 told 7:22 Torrey 4:11,20 totally 22:4,9,20 23:4 tour 16:20 tourist 12:25 13:12 town 7:14 21:22 track 14:10 tracks 6:22 16:3 17:6,7 tract 9:25 traffic 12:16 13:11 13:11 21:16,20	22:3 trails 14:15 train 1:7 4:22 7:2 8:12 9:12 10:19 12:7 14:10,18 15:7,14,22 16:16 20:1,11 21:2,21 trains 10:12 11:6,20 13:8,21 15:4,15 17:5 20:5,9,25 21:7,9 transcribed 24:7 TRANSCRIPT 1:6 2:1 transcription 24:8 transfer 18:8,13,18 transient 18:22 transit 7:11 11:13 11:14 12:22 13:17 transportation 8:11 travel 16:24 traveled 4:24 Treadway 2:24 18:25 trip 20:13 trolley 7:12,13 11:15 18:17 22:14 trolleys 17:17 trucks 12:4 true 24:9 trying 10:24 Tuesday 1:15 2:3 4:1 tunnel 8:13,14 12:5 12:6,13 15:14 17:10 tunneling 17:9 tunnels 12:1,2 13:20 two 13:9 14:7 17:5 21:6 23:12 two-legged 17:15 types 22:10
<hr/> S <hr/> sake 18:22 San 4:4,25 6:10,15				<hr/> U <hr/> unacceptable 6:19 6:19,24 unbuild 15:8 underground 12:2 19:3 underneath 8:18 understand 17:25 underwritten 15:2 United 8:7 University 8:21,23 9:24 11:10 14:9 14:19 16:20 17:23 22:15 23:18,22 unsightly 13:23

urban 11:23 16:16 16:21	work 21:14 22:1,4 23:11,11,13	35,000-dollar 16:11		
urge 18:23	working 12:24	350 20:13		
usage 15:23	world 4:14 21:19	4		
use 6:3 8:11,12 10:5 16:10	world's 21:19	4 2:11		
UTC 12:16,22 14:20 18:9	worried 11:18,20 12:1,14	40 15:2		
UTC/Rose 6:12	worst 21:20 23:6,6	4126 2:3		
utilized 15:18	wrote 22:11	5		
V	X	5 2:12 16:1		
vacant 15:6 16:12	X 2:9 3:1	5:20 23:12		
Valley 8:24 17:16	Y	6		
valuation 14:25	years 15:2 22:11	6 2:13		
value 5:24 6:3	yell 22:21,22	6:00 23:11		
values 16:5	York 20:2	6:45 23:25		
vanishing 9:5	young 10:4	7		
various 9:6	\$	7 2:14		
Vegas 4:15	\$89 22:12	8		
versus 23:17	1	8 16:1 22:13		
vibration 7:25 8:1 11:19 13:8	10 2:16	80s 4:8		
Village 12:18	100 9:8 11:3	805 7:19,21,24 12:17		
villages 16:14	11 2:17,18	9		
visible 12:14	12-feet 12:11	9 2:15		
visual 12:8,9 13:15	12-foot 17:8	90 15:5		
voters 14:24	12959 1:24 2:5 24:16			
W	13 1:15 2:4,19,20 4:1			
walls 12:13	134 11:19 15:17 17:5			
want 4:25 5:4 6:5 7:3 10:25 11:17 12:3 15:12 19:5 23:16	14 2:21			
wanted 6:1 19:7,15 19:20	15 5:12 10:7 17:21 21:25 22:13			
Washington 20:2,7	150 12:2 15:12 17:10			
wasn't 19:18	16 2:22			
way 5:5 10:5 15:8 19:10 21:12 23:12	163 23:19			
ways 5:17	17 2:23			
week 20:15	19 2:24 3:3			
west 7:19,24	1976 19:13			
we're 4:21 6:9 10:23 11:6,10,18,20 12:14,24,25 15:21	2			
We've 11:19	2 6:12			
whereof 24:12	20 20:13			
wildlife 7:7 9:4,7 11:24 13:10	2005 11:16			
winding 17:13	2009 1:15 2:4 4:1 24:13			
wires 12:10,10 13:13 15:17,20,21 17:7 19:6	22 3:4			
wish 16:20	23 3:5			
witness 24:12	3			
won 4:10	3 6:21			
	3:00 2:4			
	320 20:12			

Kris Livingston

From: Emily Troemel [emilytroemel@yahoo.com]
Sent: Saturday, October 17, 2009 11:23 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

Dear HSR Authority,

I am a home-owner in University City and have heard there is the possibility of a high speed train going through Rose Canyon. I am writing to request that a full study of alternative routes be performed, for example study of a route going straight down I-15 to Qualcomm Stadium. Rose Canyon is a beautiful place with wonderful nature opportunities, and also provides a key commuting option via bike for University City citizens who work at UCSD. Every day my husband and I, as well as others, bike through Rose Canyon to access Gilman Drive. If a high-speed rail went through Rose Canyon, it would ruin not only the beauty and nature of this preserved space, but also the eco-friendly bike commuting options.

Please explore other options for this train. I appreciate your consideration of my request.

Sincerely,
Emily Troemel

Kris Livingston

From: Lauren Underwood [clsandiego@att.net]
Sent: Monday, November 02, 2009 8:48 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com

I heavily oppose that the high speed railway go through the Rose Canyon area. It would be devastating to our natural wildlife, our neighborhood, the enriching nature programs put on for our young people and others.

I Demand a full study of alternative routes such as the I-15 south down to the Qualcomm stadium!

Please, take the time to study alternative routes.

Thank You

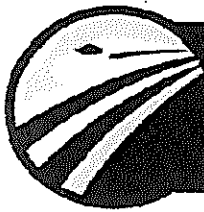
Lauren U.

Kris Livingston

From: Lauren Underwood [clsandiego@att.net]
Sent: Monday, November 16, 2009 8:45 PM
To: HSR Comments
Subject: transportation

What a waste of our cities/states money! Plus destruction to our environment/wildlife. We should wait and live within our means.....

Underwood



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): _____ City: _____ State: _____ Zip: _____

Organization/Business _____ E-mail: _____

Address: _____

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I realize this is more of the Environmental Scoping meeting, but nowhere is Affordability mentioned. Will this be overpriced for the average person, is it solely for the professional worker? Yes we voted it in, but now can you make it affordable to everyone.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla

☐ October 14 - San Diego

☒ October 15 - Escondido

Name (please print):

DIANA VALLESE

City: SAN DIEGO State: CA Zip: 92127

Organization/Business

Private citizen

E-mail:

NONE

Address:

17451 Caminito Canasto, San Diego, CA 92127

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I live in the community of Rancho Bernardo. That is the community below Escondido on the proposed I-15 route from Los Angeles to San Diego. As this section (from Escondido to UTC) of the rail route now stands, it faces several "feasibility" issues. Over the past several years, many parts of the I-15 hwy has undergone multi-billion dollar infrastructure improvements. Bridges along this route have been demolished and widened to accommodate the center lane expansion of our HOV commuter lanes from two lanes to four lanes. In addition, two raised express bus transit centers were built on the west side of the I-15 hwy near Rancho Bernardo Road and near Via Rancho Parkway in Escondido. On the proposed route map, it shows our section of the I-15 hwy from Escondido through Miramar as a raised rail section. This poses many problems. I was shown at the October 15, 2009 Escondido scoping meeting the height of the raised track is set at 10 feet 8 inches tall. If you check the height of our bridges along this route, they are well above this -

(turn to page 2)

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

height. To retrofit these bridges once again to accommodate the raised rail track would potentially mean millions of dollars more out of taxpayers pockets. If this raised track isn't feasible, there are two major concerns regarding running the train at ground level. If the train runs at ground level down the center of the I-15 hwy through Escondido to VTC, this area would lose the new HOV lanes it has taken several years to complete. Our community has greatly benefited by these lanes in faster commutes and significant decreases in Rush hour congestion. As the train route now stands, communities below Escondido and between VTC area won't benefit from train ridership since there are no proposed stations in these communities. It is important to keep these HOV lanes intact to help these communities with their daily commutes. The other major concern is that if a ground level track isn't feasible down the center of the I-15 hwy that eminent domain could be used to take land on the west or east side of the highway. My Community of Rancho Bernardo would be devastated by the invoking of eminent domain. What could be displaced by by eminent domain? Here are just a few examples: Several large condo complexes, a 600 resident senior assisted living complex, a community park, ecological open spaces, fire victims rebuilding from

the 2007 wild fires, two church (the church at Rancho Bernardo with a congregation in excess of 3,000 members), shopping centers, office buildings, restaurants, hotels and several small businesses. In addition, the adjoining communities of Carmel Mountain Ranch, Rancho Penasquitos, Sabre Springs, Mira Mesa and Scripps Ranch which also densely populate this route along the I-15 hwy would be greatly impacted. The Los Angeles leg of the route follows the existing train tracks through those affected communities. Why isn't the High Speed Rail Authority considering an I-5 hwy route from Los Angeles to downtown San Diego using those existing rail road tracks along the coastal area. Why reinvent the wheel when this infrastructure is already in place. I hope the High Speed Rail Authority will thoughtfully consider the comments made by concerned citizens such as my self. I intend to keep a close eye on this project, attend future scoping meetings, communicate with my local, state and national representatives and make sure the press covers all aspects of this project's impact.

Sincerely,

DIANA VALLESE

Rancho Bernardo Resident

Kris Livingston

From: Ann Van Leer [ann@landconserve.com]
Sent: Friday, November 20, 2009 12:44 PM
To: HSR Comments
Subject: HSR Comments

Thank you for the opportunity to comment on the High Speed Rail (HSR) project. As a voter in support of the HSR measure, I am glad to see the time and attention paid to bringing HSR to San Diego County.

For the past five years I have been serving as the project manager of the Rose Creek Watershed Opportunities Assessment (Assessment) on behalf of San Diego Earthworks. The Assessment is a review of opportunities to improve and enhance the Rose Creek watershed, which begins on Miramar, the headwaters of Rose and San Clemente Creeks, and ends in Mission Bay at De Anza Cove. The Assessment was accepted by the City of San Diego in 2008 and is posted on the project website at www.rosecreekwatershed.org.

The proposal to route HSR above ground through the Rose Creek Watershed could have significant negative impacts unless it was placed completely underground. Most immediately of concern is the number of trains and the associated fencing that has been reported to be required, which would obstruct both human and wildlife passage through the watershed. Both Rose and San Clemente canyons are important open space park and regional recreation resources. Hundreds of people, including school children, visit the watershed every week. The canyon system, creeks and Mission Bay provide a respite for urban dwellers and a viable habitat for wildlife. While there are currently tracks in Rose Canyon, the tracks aren't fenced which allows wildlife to move relatively freely. Unfortunately there are currently no safe legal track crossings for pedestrians and bicyclists, an issue identified in the Assessment for resolution. What has been reported about the HSR, the need for continuous fencing, appears to directly contradict the goal of improving human and wildlife movement through the watershed, thus dramatically diminishing its value as a natural park and a recreational resource for San Diegans.

Another obvious concern is just where in the watershed HSR would be sited? The footprint of Rose and San Clemente canyons and lower Rose Creek to Mission Bay is physically constrained by topography and existing public infrastructure. The current rail right-of-way may or may not be available for HSR to use. If it is not, the natural features of the canyons are such that adding new tracks would have devastating impacts. Especially constrained is the area of the Elvira curve where the rich habitat of Marian Bear Natural Park in San Clemente Canyon joins Rose Canyon and Rose Creek drains south to Mission Bay.

While we all look forward to climbing on that first HSR train from San Diego, as a resident of University City, and someone very aware of limited state financial resources, I can't see the purpose for two San Diego HSR stops, especially located so close together. What does make sense is one centrally located stop, with good access to other transportation resources, in an area not already highly impacted by traffic and having plenty of parking. Whether its downtown, at Lindberg Field or at Qualcomm, the options must be evaluated in the context of which will serve the most passengers, with the greatest likelihood of success, at the lowest cost to taxpayers and with the least environmental impact. Since our children will be paying the bill for this system, it's fair to ask for a careful evaluation of costs and benefits of the various alternatives.

Thank you for your consideration,

Ann Van Leer

President
Land Conservation Brokerage, INC
4079 Governor Drive #330
San Diego, CA 92122
(858) 452-2027 land
(858) 442-0937 cell
(858) 452-7419 Fax
ann@landconserve.com
www.landconserve.com
CA Broker's License 01848314

_____ Information from ESET NOD32 Antivirus, version of virus signature database 4625
(20091120) _____

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

Kris Livingston

From: Vince Vasquez [vpvasquez@gmail.com]
Sent: Tuesday, November 17, 2009 12:19 AM
To: HSR Comments
Subject: re: opposition to High Speed Rail through Rose Canyon Park

To whom it may concern:

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts.

As a former resident of University City, I can attest to the fact that thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route.

Sincerely,

Vince Vasquez
707 10th Avenue
San Diego, CA 92101



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☒ October 14 - San Diego ☐ October 15 - Escondido
Name (please print): Kim Vonk City: La Mesa State: CA Zip: 9194
Organization/Business: Housewife/Mom E-mail: kbvonk@hotmail.com
Address: 10012 Resmar Ct. La Mesa

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Fantastic! I'm ready.

Excellent idea for California to connect
busy, well-traveled routes, using an
intelligent solution to air & auto travel.
I'll be old when it's in use, but I'll
use it to San Fran.

Safety is a concern since it is exposed.
And, this includes earthquake construction
& foul play. Mechanically, I'm aware
of its safety having used the "Channel"
from London to Paris & Germany's train
as well. Easy, affordable & punctually
& reasonable travel times.
Therry up!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Patricia M. Walsh [pmwalsh@sbcglobal.net]
Sent: Wednesday, October 14, 2009 9:23 AM
To: HSR Comments
Cc: info@rosecanyon.org
Subject: Protect Rose Canyon

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir- Madam - While I support a high speed rail from Riverside to San Diego as mentioned in today's SD Union Tribune, we must protect Rose Canyon and divert the rail to an area that will not destroy this.

Rose Canyon is a vital part of our community and must be preserved for wildlife, plants, people and its natural vistas. There are other alternatives that will enable the rail to be a success without the destruction of one of our most precious local natural resources.

Please consider other alternatives for this route. For example, A route straight down the 15 to Qualcomm Stadium would connect directly to our trolley system.

Thank you.

Sincerely yours,

Patricia

Patricia M. Walsh
3521 Voltaire St.
San Diego CA 92106
619 224 7458

Kris Livingston

From: Elizabeth Waters [waters_elizabeth@hotmail.com]
Sent: Monday, October 12, 2009 2:24 PM
To: rosecanyon@san.rr.com; HSR Comments
Subject: LA-SD HST Section via Inland Empire

I am writing to insist that the High Speed Rail line run all the way down 1-15 to Mission Valley and from there over the the airport.

The Rose Canyon/UTC/I-5 route has numerous problems. First Rose Canyon will be destroyed. Secondly, the route will be very close to numerous homes creating serious noise pollution problems. Keeping the rail line along the I-15 corridor will keep it in industrial/commercial regions away from residential neighborhoods. Finally the Rose Canyon fault run right under the propose route. It does not make sense to put the high speed rail lines on the only known fault line in San Diego that is capable of a significant earthquake.

From the San Diego County Web page:

Ongoing field and laboratory studies suggest the largest credible earthquake predicted for the coastal and metropolitan areas is a M7.2 on the Rose Canyon Fault and a M7.6 from either the Elsinore Fault or the San Jacinto Fault in the north and east county areas. In addition, studies suggest the following maximum likely magnitudes for local faults: La Nacion (M6.2 to 6.6), Coronado Bank (M6.0 to 7.7), San Diego Trough (M6.1 to 7.7), San Clemente (M6.6 to 7.7).

Hotmail: Trusted email with Microsoft's powerful SPAM protection. [Sign up now.](#)

Kris Livingston

From: Elizabeth Waters [ewaters@sciences.sdsu.edu]
Sent: Monday, October 12, 2009 2:12 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

I am opposed to the High Speed Rail line through Rose Canyon, UTC and I-5.

These areas are both ecologically sensitive and have considerable residential housing lining these routes. The destruction to the habitat and the noise pollution to this region are unacceptable.

Dr. Elizabeth R. Waters

Elizabeth Waters
Associate Professor
Dept. of Biology
San Diego State University
San Diego, CA 92182
619-594-7036
ewaters@sciences.sdsu.edu

Kris Livingston

From: Thomas Wegman [tjwegman@gmail.com]
Sent: Tuesday, November 17, 2009 10:56 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts.

The city has preserved this park as habitat for plants and wildlife, and thousands of people regularly use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips, and many people walk through the Rose Canyon park every day just for exercise and to get where they are going.

There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Sincerely,

Dr. Thomas J. Wegman
3403 Tony Drive
San Diego, CA 92122
Voice: 858-453-4906

Kris Livingston

From: examspam-madrid@yahoo.com
Sent: Thursday, November 19, 2009 3:46 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: LA-SD HST Section via Inland Empire

Dear LA-SD HST Committee:

I am opposed to the high speed rail being routed through Rose Canyon in San Diego. I live near the Rose Canyon, and regularly walk the Rose Canyon trails. High speed rail through this canyon would have a devastating impact on the Rose Canyon trails and those who use them, wildlife in the area, nearby residents all along the canyon, amongst other things. High speed rail through this area would take away my rights to quiet enjoyment of my property, and destroy the beautiful Rose Canyon park area. There are many other alternative locations for high speed rail that would not ruin a natural treasure like Rose Canyon.

The security measures necessary for HST would be a visual disaster for the canyon and surrounding areas. Not to mention the horrific noise and increased traffic in the area. Again, I say that running the HST through Rose Canyon would deny me my legal rights to quiet enjoyment of my property.

I demand a full study of the I-15 to Qualcomm Stadium route for this high speed rail. This route will not destroy a nature area, and will have less noise impact - and attract more riders. Previous studies show that the Qualcomm route is also faster and cheaper.

Sincerely,
J. Wentworth
San Diego, CA 92122

Kris Livingston

From: awiese@mail.sdsu.edu
Sent: Friday, November 20, 2009 12:02 AM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire

To whom it may concern:

I write as a taxpayer and citizen who has voted in the past to support high speed rail in California to share my deep opposition to a high speed rail line through Rose Canyon and/or Rose Canyon Natural Park in coastal San Diego County.

A High Speed Rail line through any part of Rose Canyon would destroy the very California environment that the train is in large part designed to preserve.

Rose Canyon is one of the last undeveloped coastal canyon corridors south of Los Angeles. Home to over 500 species of flora and fauna, many of them found nowhere else in the world but the vanishing coastal sage scrub of our southern counties, the canyon is a precious biodiversity resource on a global scale. Tracing Rose creek to the east, the canyon opens into the Miramar MAS and through the foothills all the way to the Cleveland National Forest, linking wild habitats and their creatures from the desert nearly to the Pacific Ocean. On its slopes, the canyon is a refuge to the endangered California Gnatcatcher; in its bottom, among the willows where the proposed railroad would meet with I-5, it is home to a hundred other species of nesting and migratory birds, as well as bobcats, coyotes and other mammals.

For the human residents of north San Diego, Rose Canyon is equally precious. It is a natural oasis in a dense urban fabric, just minutes from major employment centers and surrounded by tens of thousands of homes on small post-WWII lots. Busy throughout the day with joggers and walkers, bikers and birders, parents and children, Rose Canyon plays regular host to cub scouts and girl scouts and school groups from the surrounding elementary and middle schools, and it is the contemplative backdrop for University City High School, whose 1,900 students attend to their lessons, within a short golf shot from the proposed train line. For my five year old son and I, construction of a heavily-trafficked high speed train line in Rose Canyon would transform the one quiet piece of local ecology, where he is learning the basic processes of the natural world, into one more ear-splitting urban space. It would be a lesson in profligate environmental destruction.

Today, more than ever, the need for undisturbed open space is vital to the quality of life in southern California and to the survival of its imperiled environment. Looking thirty or fifty years into the future, however, the value of an undeveloped open space park like Rose Canyon is almost inestimable. To throw this away, when alternative routes over previously-degraded, noise and soot blanketed highway corridors are available would be unforgivable.

And then there is this. For more than forty years, the people of the north city have fought to save their canyon from the likes of you: from developers, from city councilmen on the take, and from transportation planners who had forgotten that transit was designed to enhance human life. And they have won. And because of them, this natural gem, this rare remnant of southern California's past survives. If you choose to site the HST through Rose Canyon, they will fight you too. They will tie up this train in the courts, and in the halls of government, and they will sing your names in infamy before the ears of children. And this train that we the people need will stall and wither. Keep the train out of the canyon. Please.

Sincerely,

Andrew Wiese
5842 Stresemann Street
San Diego, California
92122

Kris Livingston

From: Berry, William W (IS) [bill.berry@ngc.com]
Sent: Wednesday, October 14, 2009 6:47 PM
To: HSR Comments
Cc: 1_Berry, Bill
Subject: n1014-07 Comment about HSR

Hello, sir or madam:

As an occasional Surfliner passenger, I attended the meeting at the Ramada Ltd. in San Diego today, and generated several comments that were transcribed for the record. They dealt with, inter alia:

- Potential electromagnetic interference from high voltage catenary sparking. Any arcing generates a radio frequency signal. The early days of radiotelegraphy used this technology beneficially. But here, it could interfere with HSR safety communication, and other communication networks far away from the rail line. It must be mitigated in design.

- What happens if there is a power failure? ...with an HSR train in a tunnel? Many passengers would exhibit psychological phobia symptoms. The engine must be developed with a backup system to pull the train out of the tunnel. I would recommend the engine be equipped with a Lithium battery system and even a low-power, clean-operating and safely fueled turbine generator. (By safely-fueled, I mean that the engine will not catch fire in the event of impact or other disaster.) Like a hybrid car, braking action would assist in charging that battery, and this system might even be able to mitigate the sparking problem listed above.

- The track through Rose Canyon in the vicinity of the existing Elvira switch point. The current southbound Surfliner/Coaster must slow for that junction and for a winding roadbed down the rest of the canyon. If HSR is going to mitigate this, they should also consider mitigating the Surfliner/Coaster and the soon-to-be-installed UCSD trolley extension. It could be a win-win-win for all three items, especially if the Surfliner/Coaster tunnels underground for Sorrento Valley, bypassing the "Linda Vista Junction" switch point near Miramar and decreasing its transit time by several minutes.

- The unknown quantity, roles and responsibilities of train crew members, both for routine and emergency operations. These need to be precisely defined.

After I got home, I thought of yet another concern. With a train running at a velocity of 200 MPH or more, there is negligible effect on passengers as long as the train is traveling in a straight line. But there are other potential accelerations lurking beneath the surface. Rounding a curve will provide "athwartship" accelerations, and heading down a hill provides gravity accelerations. Some of these may be mitigated by simple measures (curve banking) but nevertheless, design considerations must consider passenger comfort. We would want the track to proceed as straight as possible. We do not want accelerations caused by crosswinds or sudden curves or sudden pitching caused by changes in elevation. For that matter, we don't want roll or yaw. The physics of motion need to be professionally evaluated so that each passenger maintains comfort and safety.

Have a good day!

Bill Berry, Test Engineer, System Integration and Test, Northrop Grumman Information Systems:
Airborne and Maritime Systems, Network Communications Division

9326 Spectrum Center Blvd. [1123], San Diego CA 92123-1443
(858) 514-6172 [VOX/VMAIL]
(858) 514-6175 [FAX]
(619) 459-0081 [Cell]

Kris Livingston

From: Berry, William W (IS) [bill.berry@ngc.com]
Sent: Wednesday, October 14, 2009 6:47 PM
To: HSR Comments
Cc: 1_Berry, Bill
Subject: n1014-07 Comment about HSR

Hello, sir or madam:

As an occasional Surfliner passenger, I attended the meeting at the Ramada Ltd. in San Diego today, and generated several comments that were transcribed for the record. They dealt with, inter alia:

- Potential electromagnetic interference from high voltage catenary sparking. Any arcing generates a radio frequency signal. The early days of radiotelegraphy used this technology beneficially. But here, it could interfere with HSR safety communication, and other communication networks far away from the rail line. It must be mitigated in design.

- What happens if there is a power failure? ...with an HSR train in a tunnel? Many passengers would exhibit psychological phobia symptoms. The engine must be developed with a backup system to pull the train out of the tunnel. I would recommend the engine be equipped with a Lithium battery system and even a low-power, clean-operating and safely fueled turbine generator. (By safely-fueled, I mean that the engine will not catch fire in the event of impact or other disaster.) Like a hybrid car, braking action would assist in charging that battery, and this system might even be able to mitigate the sparking problem listed above.

- The track through Rose Canyon in the vicinity of the existing Elvira switch point. The current southbound Surfliner/Coaster must slow for that junction and for a winding roadbed down the rest of the canyon. If HSR is going to mitigate this, they should also consider mitigating the Surfliner/Coaster and the soon-to-be-installed UCSD trolley extension. It could be a win-win-win for all three items, especially if the Surfliner/Coaster tunnels underground for Sorrento Valley, bypassing the "Linda Vista Junction" switch point near Miramar and decreasing its transit time by several minutes.

- The unknown quantity, roles and responsibilities of train crew members, both for routine and emergency operations. These need to be precisely defined.

After I got home, I thought of yet another concern. With a train running at a velocity of 200 MPH or more, there is negligible effect on passengers as long as the train is traveling in a straight line. But there are other potential accelerations lurking beneath the surface. Rounding a curve will provide "athwartship" accelerations, and heading down a hill provides gravity accelerations. Some of these may be mitigated by simple measures (curve banking) but nevertheless, design considerations must consider passenger comfort. We would want the track to proceed as straight as possible. We do not want accelerations caused by crosswinds or sudden curves or sudden pitching caused by changes in elevation. For that matter, we don't want roll or yaw. The physics of motion need to be professionally evaluated so that each passenger maintains comfort and safety.

Have a good day!

Bill Berry, Test Engineer, System Integration and Test, Northrop Grumman Information Systems:
Airborne and Maritime Systems, Network Communications Division

9326 Spectrum Center Blvd. [1123], San Diego CA 92123-1443
(858) 514-6172 [VOX/VMAIL]
(858) 514-6175 [FAX]
(619) 459-0081 [Cell]



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☒ October 13 - La Jolla ☐ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): PAGE WILLIAMS City: San Diego State: CA Zip: 92117

Organization/Business _____ E-mail: pageme2@hotmail.com

Address: 5422 Cole Street

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am all in favor of high speed rail. I think that it would help relieve traffic congestion, if it were made affordable. I tend to drive to Los Angeles if two or more of us are traveling because Amtrak is too expensive. I would ALWAYS choose rail over driving or flying.

I am concerned about the impact of putting a rail line and ferrying through ROSE CANYON. It is one of the few unspoiled habitats left in the area. I have noticed a huge decrease in owls, deer, rabbit and frogs in the past 10+ years. I fear that all of the animals will be driven out of one of their last useable habitats if the rail line cuts through there. If a more Northern line went through ~ closer to 52nd or running right along it, it would have less of an impact. In any area though, it is important to allow space below the tracks for animal (and pedestrians) to get across the tracks safely. I worry also about ferns etc trying to cut across the canyon. Other than the animal impact, I am very enthusiastic about high speed rail !!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Shanelle Hanohano
Sent: Wednesday, November 18, 2009 11:50 AM
To: HSR Comments
Subject: Rec'd 11/12/09 on 1:10pm via info@hsr.ca.gov

Contact: Charlie Williams
Company: Williams and Associates
Phone : 858 613 0786
Email : wmsassociates@yahoo.com

Comment: I would like to voice my support for the High-Speed train being considered for Interstate I-15. I live in Rancho Bernardo and I would suggest this idea is well past time for consideration. It should have been developed long ago. Rancho Bernardo has many senior citizens who live here as does thousands of people who work in the city. This rail system would relieve the congestion on I-15, clean up the environment and make life much easier for many thousands of commuters who live along the I-15. I fear I am too old to see the final results but I non-the-less support building the system and the sooner the better.

Shanelle Hanohano
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814
916.324.0265 (direct)
916.322.0827 (fax)



Kris Livingston

From: DR [drwin@sbcglobal.net]
Sent: Thursday, October 22, 2009 5:59 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire

High-speed rail should be a practical means for getting from one population center to another. It should be a viable alternative to driving and flying between major destinations. Station stops should be located to be the most accessible and convenient to the largest number of people. Otherwise, it's a boondoggle. Europe and Japan and the PRC understand this. High-speed rail travel there is practical and functional. Please follow a similar model. Please ignore those who see high-speed rail as a tourist vehicle, or a means of getting to sports events. A station at Qualcomm Stadium should not be considered.

In this regard, UCPG's position (as expressed by Chair Janay Kruger) is off base. The proposed stop at UTC has nothing to do with tourist destinations and everything to do with population centers.

Thanks,
D.R. Win
La Jolla CA

Kris Livingston

From: Tanja [twinter@san.rr.com]
Sent: Monday, October 12, 2009 1:35 PM
To: HSR Comments
Subject: high speed rail in SAn Diego
Attachments: High Speed Rail Open House or Email Your Comments

To the High Speed Rail Authority:

I'm writing to you regarding the proposed high speed rail line planned for University Town Center area in San Diego

Are you seriously thinking of having the train go through Rose Canyon????? How could you event entertain such an idea????

Are you considering this expensive route through Rose Canyon Park in order to create a stop at University Town Center and to facilitate shopping????

Rose Canyon is a lovely park. Do NOT touch it !!!!! A high speed rail does NOT belong in a park. You must protect ALL parks. And you must have community input!

As a member of the public I want to see the FULL study of the I-15 to Qualcomm route. No secret deals!!!! No destruction of park land!!! No privare deals!

**Tanja Winter
8315 Paseo Del Ocaso, La Jolla, CA 92037
858.459.4650**

Kris Livingston

From: k3276@aol.com
Sent: Wednesday, November 18, 2009 10:39 PM
To: HSR Comments
Subject: Rose Canyon

I write to comment on the scope of the EIR/EIS for the San Diego segment of the proposed high speed rail project (HSR). The EIR/EIS must study alternative routes which do not come through or near Rose Canyon Open Space Park or lower Rose Creek. These are highly sensitive open space and habitat resources which should be as fully restored as possible rather than burdened with any further transportation projects.

Rather than considering Rose Canyon as route for the HSR you should study the possibility of making Rose Canyon the site for mitigation of unavoidable impacts the HSR will have in other areas of the state. In addition to relatively modest restoration of wetlands and uplands throughout the canyon, you should consider providing all or part of the financing needed to take the "s" curve out of the LOSSAN rail corridor where it runs through Rose Canyon. This would create literally hundreds of acres of new open space and parkland and provide ample mitigation for the loss of open space and habitat that will inevitably occur at other places in the state as the result of construction and operation of HSR.

Sincerely,
Kevin Wirsing

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING
CALIFORNIA HIGH-SPEED TRAIN SYSTEM
RAMADA LIMITED, SAN DIEGO AIRPORT

WEDNESDAY, OCTOBER 14, 2009

SAN DIEGO, CALIFORNIA

Reported by: Mirosalva Olguin, CSR No. 12959

REPORTER'S TRANSCRIPT OF PUBLIC SCOPING MEETING,
commencing at Ramada Limited, San Diego Airport,
1430 Rosecrans Street, San Diego, California, on
Wednesday, October 14, 2009, at 3:00 p.m., before
Mirosalva Olguin, Certified Shorthand Reporter No. 12959
for the State of California.

INDEX

10	SPEAKERS:	PAGE
11	William W. Berry	3
	San Diego, CA 92107	
12	berry.bill@ earthlink.net	
13	Judith A. Swink	6
	2289 Caminito Pasada, #106	
14	San Diego, CA 92107	
15	Jay Shumaker	7
	4904 N. Harbor Ave, #205	
16	San Diego, CA 92106	
17	Richard Wolf	8
	1821 Calle Delicada	
18	La Jolla, CA 92037	
19	Dennis Spillane	10
	1821 Calle Delicada	
20	La Jolla, CA 92037	
21	Carolyn Chase	10
	Sierra Club of San Diego	
22		
	Anthony Lynch	11
23		
	Unidentified Speaker	12
24	(No personal information given)	

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, OCTOBER 14, 2009

2

3 WILLIAM W. BERRY - RESIDENT: First, about the
4 amount of voltage in the catenary. Higher voltage could
5 result in higher sparks, larger sparks. Larger sparks
6 can result in a greater radio frequency provocation so
7 that it could conceivably interfere with other
8 electronic equipment which may be there.

9 So, my suggestion is that we consider, instead
10 of 25,000 volts, maybe some value less than that; the
11 lesser the voltage, the less of the impact. Okay.
12 Comment number one.

13 Comment number two, the current grade goes
14 through Rose Canyon and what is called the Elvira area,
15 E-L-V-I-R-A. Elvira is a checkpoint for the current
16 LOS/SAN grade railroad. And what it does is it -- it's
17 a place where trains come around the corner and they
18 wind around and they go from a double-track to a
19 single-track that's existing.

20 The reason for that, that trains have to
21 negotiate a very curvy path and they must slow down
22 considerably. Is there any way that the high-speed rail
23 party and the LOS/SAN group can get together to
24 straighten the rails out on all of those, plus the
25 forthcoming San Diego trolley, which will go up through

1 the same area.

2 Third comment is synchronization. What
3 efforts are being made to synchronize high-speed rail
4 schedules with all other transportation venues. For
5 example, the LOS/SAN corridor versus the high-speed
6 corridor. And I've ridden that many, many times. What
7 we do not want to do is we do not want to have a train
8 show up at a station and then passengers have to sit
9 there and wait, wait, wait, wait because the train,
10 which they're supposed to catch, is five hours later.
11 Okay. Or if it's not that, some other plane,
12 aircraft -- going through aircraft -- going through
13 airports it's the same problem.

14 Let's see, what else was there. My mind
15 suddenly went blank. I have to think about it a little
16 bit. I think that's about it for now. If there's
17 anything else I'll go ahead and get in touch with you.

18 What engineering considerations have been put
19 in place for power failure? And there's five different
20 aspects to that question.

21 First, a power failure which -- a global one,
22 one which covers where the train is and the stations
23 around it so it cannot supply itself. Second off, a
24 local power failure in a block of track so that -- a
25 train is going onto a track, the new block, has no

1 power. What happens? Okay. Does the train come to a
2 sudden stop or does it slow down, or how would that
3 happen?

4 Third, is there any technology, which exists,
5 for energy storage in the train so that -- to mitigate
6 some power failures. Fourth, is there a diesel system
7 which could cut in to allow the train to get back to the
8 next station. It doesn't need to be diesel, but some
9 other power system other than electricity. And it's
10 obvious I'm an engineer, so I'm asking dumb little
11 questions like this.

12 And there was another one, too. But these are
13 just questions which I have because the -- I would hate
14 to find a situation where a train is in a tunnel and
15 there's a power failure. That is scary to a whole bunch
16 of people. There has to be a means for the train to get
17 out of the tunnel into the fresh air before it stops
18 moving. And, of course, the engine in the train, this
19 backup engine, if you will, has got to be designed so
20 that it does not provide any additional pollution to the
21 train -- to the passengers while they are in the tunnel.

22 I have had the privilege of being in a tunnel
23 where power has been lost, and it's not fun. So that's
24 the reason why I'm asking these questions, here, and
25 hoping that somebody might come up with answers, so that

1 these concerns can be allayed, if wrong.

2 Another concern is onboard the train itself.
3 What are the staffing levels going to be for persons?
4 For example, you have -- in an aircraft you have a
5 flight attendant, you have a pilot, and so forth. I
6 would expect you would probably have something like that
7 in this train, right? And if so, how many? And what
8 will their responsibilities be, "A," during normal
9 operations and, "B," during an emergency operation such
10 as loss of power? Okay. Thank you.

11 JUDITH A. SWINK - RESIDENT: First, I want to
12 make clear that I'm a strong supporter of the concept.
13 But my concern is the apparently preferred route through
14 Rose Canyon and the I-5 corridor. I think that's an
15 inappropriate direction to go and I want to make certain
16 that the EIR/EIS process gives equal weight to studying
17 the continuing down the I-15 corridor to Qualcomm
18 Stadium, and then to downtown. And, actually, that's
19 about it.

20 I think it's a great idea. I think it's way
21 overdue. However, the I-5 corridor already has Amtrak,
22 will have the mid coast trolley before too many years
23 have passed, as well as Interstate 5. I think it's at
24 least eight lanes now. And Rose Canyon is an earthquake
25 fault, which is why the north and south lanes of I-5

1 through there are displaced with the western sector
2 being higher than the eastern sector of I-5, going from
3 Mission Bay north through Rose Canyon.

4 Rose Canyon itself is an extremely valuable
5 ecological resource as well as recreational resource.
6 And I think trying to jam too many things through the
7 area where Rose Canyon joins -- I mean, Rose Canyon, in
8 part, goes east/west and joins -- Rose Canyon where I-5
9 goes through and the Amtrak goes through is heavily,
10 heavily constrained, and there are hikers and
11 bicyclists, as well as wildlife, who use the connection
12 from Rose Canyon through Mission Bay. There's a creek
13 that flows into Mission Bay from Rose Canyon.

14 So these are all high value recreational
15 resources. And I just -- I think that that's not the
16 right direction to go. But at minimum, the direct route
17 down I-5 to Qualcomm and then downtown San Diego, via a
18 tunnel, I know the technology is there. It needs to be
19 given equal weight in evaluating all of the necessary
20 factors.

21 I wanted to add a comment of appreciation for
22 the way this process is set up, and your transcription
23 here, which really facilitates comments for the people.

24 JAY SHUMAKER - RESIDENT: Clearly, there will
25 be a public movement to both redevelop -- I'm sorry --

1 to relocate the airport in favor of a two-runway airport
2 at Miramar, probably East Elliot, and to privately
3 finance the redevelopment of the Lindbergh Field site.
4 Therefore, any high-speed rail should pass through
5 Miramar, and probably stop at Miramar, and continue, if
6 required, to downtown San Diego on the 15 corridor.

7 I think you could say -- I think we should add
8 that the trends of the rural economy are not in our
9 favor. If we wait too long to issue bonds in dollars,
10 we run the risk of no one would invest in them because
11 of the relative value of the dollar relative to all the
12 other rural currencies, especially the Bric countries,
13 B-R-I-C, and the Arab and Japanese currency adds urgency
14 to the planning. And to lose sight of the value --
15 potential value of the real estate on the waterfront and
16 the potential of the East Elliott site, E-L-L-I-O-T-T,
17 is to sacrifice -- literally sacrifice the future.

18 On the other hand, the combination of private
19 redevelopment on the waterfront and airport revenue
20 bonds for a two runway airport adds up to a -- not to a,
21 but to wealth creation proportionate to our current
22 financial difficulties.

23 RICHARD WOLF - RESIDENT: First, the
24 integration between rail and air, a major benefit to
25 this, as we see it, is to eliminate both flights from

1 Lindbergh to LAX and road traffic along the I-5/405
2 corridor between San Diego and LAX. And we would like
3 to see a customer experience that allows me to check my
4 bags at the San Diego terminus of the high-speed rail,
5 collect my boarding pass. When I arrive at Union
6 Station, my bags are transferred automatically from the
7 shuttle to the airport. When I arrive at the airport,
8 my bags are given to the airplane -- airline for me, and
9 I just have to take my boarding pass and go to security.
10 And the next time I see my bags is when I arrive at my
11 destination.

12 I'd like to see the same thing in reverse. If
13 I'm flying from Chicago to Los Angeles, connecting down
14 to San Diego, I would like to see my bags arrive in
15 San Diego without me having to do anything with them.

16 We'd also like to see that the right-of-way
17 for the high-speed train also provides a corridor for
18 bicycle travel as well, bicycle trails adjacent to the
19 right-of-way. I also had some concern about the impact
20 on the environment within the San Diego region,
21 particularly Rose Canyon. It's a delicate environmental
22 area, close to a lot of people, as well as the wildlife
23 that live there. It's a difficult alignment, in my
24 opinion, through Rose Canyon. I would rather see it
25 come all the way down to I-5 and then along I-8 to reach

1 downtown rather than up through Rose Canyon. That's it.

2 DENNIS SPILLANE - RESIDENT: One of the things
3 that we would like to be sure is that the trains
4 themselves are bicycle friendly and allow us an
5 opportunity to utilize our bicycle mode of
6 transportation at both our arrival and departure
7 locations.

8 CAROLYN CHASE - SIERRA CLUB: Well, my first
9 comment is on the displays that show the different
10 right-of-ways for at-grade arterial and on hillsides.
11 The charts should tell the public what the maximum
12 right-of-way is in each of those illustrations. Right
13 now it shows the widths for some of the sections and it
14 shows the right-of-way dimensions, but it doesn't tell
15 us how wide it really needs to be. So that's my first
16 comment.

17 My second comment is adding additional tracks
18 to where the existing LOS/SAN corridor rail is, is
19 adding insult to injury just because there's already a
20 rail line there. That rail line was put there, what, in
21 the late 19th Century, and by no means is in an
22 environmentally preferred routing. If the high-speed
23 rail, if it's going to be underground at University Town
24 Center, it needs to stay underground. And it could
25 perhaps go underground until it could rise up into the

1 median of I-5 and then go downtown.

2 But it really needs to get out of the canyon
3 because the environmental impacts are atrocious. And I
4 don't believe that there is room for both the high-speed
5 rail right-of-away and other right-of-ways that they may
6 be planning. We need to get beyond the thinking that
7 just because there's a rail line there, that means you
8 ought to put more rail lines there. That's the wrong
9 way to approach it.

10 An environmental review was never done for
11 that original rail line and the impact would be
12 completely unacceptable. Thank you.

13 ANTHONY LYNCH - RESIDENT: What I would like
14 to add to that is that I did notice that the high-speed
15 rail, it's -- basically, it's going to go in a
16 southwesterly direction off of Interstate 15 to
17 Scripps Ranch area. And I would like to add that what
18 is needed as a feeder service for the high-speed rail is
19 the second route of the coaster that was proposed by the
20 City of San Diego back in -- I believe back in 2000,
21 that would run from the Santa Fe Depot, southbound, down
22 to 32nd Street Naval Base and then go all the way up the
23 middle of the Interstate 15 corridor, making one stop at
24 each community, going in both directions, to Escondido.
25 And that would be needed as a feeder service for the

1 high-speed rail. Thank you.

2 UNIDENTIFIED SPEAKER: The route should end
3 down at the Qualcomm Stadium -- off the 15 to Qualcomm
4 Stadium instead of zigzagging around to get to UTC and
5 downtown. Thank you.

6

7 (The proceedings concluded at 7:00 p.m.)

8 * * * *

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

REPORTER'S CERTIFICATE

I, Mirosalva Olguin, Certified Shorthand
Reporter for the State of California, do hereby certify:

That the foregoing proceedings were reported
stenographically by me and were transcribed through
computerized transcription under my direction; that the
foregoing is a true and accurate record of the
proceedings taken at that time.

In witness whereof I have subscribed my name
this _____ day of _____, 2009.

MIROSALVA OLGUIN

CSR No. 12959

For the State of California

<p>A</p> <p>accurate 13:9 add 7:21 8:7 11:14 11:17 adding 10:17,19 additional 5:20 10:17 adds 8:13,20 adjacent 9:18 ahead 4:17 air 5:17 8:24 aircraft 4:12,12 6:4 airline 9:8 airplane 9:8 airport 1:8 2:2 8:1,1 8:19,20 9:7,7 airports 4:13 alignment 9:23 allayed 6:1 allow 5:7 10:4 allows 9:3 amount 3:4 Amtrak 6:21 7:9 Angeles 9:13 answers 5:25 Anthony 2:22 11:13 apparently 6:13 appreciation 7:21 approach 11:9 Arab 8:13 area 3:14 4:1 7:7 9:22 11:17 arrival 10:6 arrive 9:5,7,10,14 arterial 10:10 asking 5:10,24 aspects 4:20 atrocious 11:3 attendant 6:5 at-grade 10:10 automatically 9:6 Ave 2:15</p>	<p>bicyclists 7:11 bit 4:16 blank 4:15 block 4:24,25 boarding 9:5,9 bonds 8:9,20 Bric 8:12 bunch 5:15 B-R-I-C 8:13</p> <p>C</p> <p>CA 2:11,14,16,18 2:20 California 1:7,16 2:3,6 3:1 13:4,16 Calle 2:17,19 called 3:14 Caminito 2:13 canyon 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 11:2 Carolyn 2:21 10:8 catch 4:10 catenary 3:4 Center 10:24 Century 10:21 certain 6:15 CERTIFICATE 13:1 Certified 2:5 13:3 certify 13:4 charts 10:11 Chase 2:21 10:8 check 9:3 checkpoint 3:15 Chicago 9:13 City 11:20 clear 6:12 Clearly 7:24 close 9:22 Club 2:21 10:8 coast 6:22 coaster 11:19 collect 9:5 combination 8:18 come 3:17 5:1,25 9:25 commencing 2:2 comment 3:12,13 4:2 7:21 10:9,16 10:17 comments 7:23 community 11:24 completely 11:12 computerized 13:8 conceivably 3:7 concept 6:12 concern 6:2,13 9:19</p>	<p>concerns 6:1 concluded 12:7 connecting 9:13 connection 7:11 consider 3:9 considerably 3:22 considerations 4:18 constrained 7:10 continue 8:5 continuing 6:17 corner 3:17 corridor 4:5,6 6:14 6:17,21 8:6 9:2,17 10:18 11:23 countries 8:12 course 5:18 covers 4:22 creation 8:21 creek 7:12 CSR 1:24 13:16 currencies 8:12 currency 8:13 current 3:13,15 8:21 curvy 3:21 customer 9:3 cut 5:7</p> <p>D</p> <p>D 2:9 day 13:13 Delicada 2:17,19 delicate 9:21 Dennis 2:19 10:2 departure 10:6 Depot 11:21 designed 5:19 destination 9:11 Diego 1:8,16 2:2,3 2:11,14,16,21 3:1 3:25 7:17 8:6 9:2 9:4,14,15,20 11:20 diesel 5:6,8 different 4:19 10:9 difficult 9:23 difficulties 8:22 dimensions 10:14 direct 7:16 direction 6:15 7:16 11:16 13:8 directions 11:24 displaced 7:1 displays 10:9 dollar 8:11 dollars 8:9 double-track 3:18 downtown 6:18 7:17</p>	<p>8:6 10:1 11:1 12:5 dumb 5:10</p> <p>E</p> <p>E 2:9 earthlink.net 2:12 earthquake 6:24 East 8:2,16 eastern 7:2 east/west 7:8 ecological 7:5 economy 8:8 efforts 4:3 eight 6:24 EIR/EIS 6:16 electricity 5:9 electronic 3:8 eliminate 8:25 Elliot 8:2 Elliott 8:16 Elvira 3:14,15 emergency 6:9 energy 5:5 engine 5:18,19 engineer 5:10 engineering 4:18 environment 9:20 environmental 9:21 11:3,10 environmentally 10:22 equal 6:16 7:19 equipment 3:8 Escondido 11:24 especially 8:12 estate 8:15 evaluating 7:19 example 4:5 6:4 existing 3:19 10:18 exists 5:4 expect 6:6 experience 9:3 extremely 7:4 E-L-L-I-O-T-T 8:16 E-L-V-I-R-A 3:15</p> <p>F</p> <p>facilitates 7:23 factors 7:20 failure 4:19,21,24 5:15 failures 5:6 fault 6:25 favor 8:1,9 Fe 11:21 feeder 11:18,25 Field 8:3</p>	<p>finance 8:3 financial 8:22 find 5:14 first 3:3 4:21 6:11 8:23 10:8,15 five 4:10,19 flight 6:5 flights 8:25 flows 7:13 flying 9:13 foregoing 13:6,9 forth 6:5 forthcoming 3:25 Fourth 5:6 frequency 3:6 fresh 5:17 friendly 10:4 fun 5:23 future 8:17</p> <p>G</p> <p>given 2:24 7:19 9:8 gives 6:16 global 4:21 go 3:18,25 4:17 6:15 7:16 9:9 10:25 11:1,15,22 goes 3:13 7:8,9,9 going 4:12,12,25 6:3 7:2 10:23 11:15 11:24 grade 3:13,16 great 6:20 greater 3:6 group 3:23</p> <p>H</p> <p>hand 8:18 happen 5:3 happens 5:1 Harbor 2:15 hate 5:13 heavily 7:9,10 high 7:14 higher 3:4,5 7:2 high-speed 1:7 3:22 4:3,5 8:4 9:4,17 10:22 11:4,14,18 12:1 hikers 7:10 hillsides 10:10 hoping 5:25 hours 4:10</p> <p>I</p> <p>idea 6:20 illustrations 10:12 impact 3:11 9:19</p>
<p>B</p> <p>B 6:9 back 5:7 11:20,20 backup 5:19 bags 9:4,6,8,10,14 Base 11:22 basically 11:15 Bay 7:3,12,13 believe 11:4,20 benefit 8:24 Berry 2:11 3:3 berry.bill 2:12 beyond 11:6 bicycle 9:18,18 10:4 10:5</p>				

11:11 impacts 11:3 inappropriate 6:15 information 2:24 injury 10:19 insult 10:19 integration 8:24 interfere 3:7 Interstate 6:23 11:16,23 invest 8:10 issue 8:9 I-15 6:17 I-5 6:14,21,25 7:2,8 7:17 9:25 11:1 I-5/405 9:1 I-8 9:25	M major 8:24 making 11:23 maximum 10:11 mean 7:7 means 5:16 10:21 11:7 median 11:1 MEETING 1:6 2:1 mid 6:22 middle 11:23 mind 4:14 minimum 7:16 Miramar 8:2,5,5 Mirosalva 1:24 2:5 13:3,15 Mission 7:3,12,13 mitigate 5:5 mode 10:5 movement 7:25 moving 5:18	part 7:8 particularly 9:21 party 3:23 Pasada 2:13 pass 8:4 9:5,9 passed 6:23 passengers 4:8 5:21 path 3:21 people 5:16 7:23 9:22 personal 2:24 persons 6:3 pilot 6:5 place 3:17 4:19 plane 4:11 planning 8:14 11:6 plus 3:24 pollution 5:20 potential 8:15,16 power 4:19,21,24 5:1,6,9,15,23 6:10 preferred 6:13 10:22 private 8:18 privately 8:2 privilege 5:22 probably 6:6 8:2,5 problem 4:13 proceedings 12:7 13:6,10 process 6:16 7:22 proportionate 8:21 proposed 11:19 provide 5:20 provides 9:17 provocation 3:6 public 1:6 2:1 7:25 10:11 put 4:18 10:20 11:8 p.m 2:4 12:7	reach 9:25 real 8:15 really 7:23 10:15 11:2 reason 3:20 5:24 record 13:9 recreational 7:5,14 redevelop 7:25 redevelopment 8:3 8:19 region 9:20 relative 8:11,11 relocate 8:1 reported 1:24 13:6 Reporter 2:5 13:4 REPORTER'S 1:6 2:1 13:1 required 8:6 RESIDENT 3:3 6:11 7:24 8:23 10:2 11:13 resource 7:5,5 resources 7:15 responsibilities 6:8 result 3:5,6 revenue 8:19 reverse 9:12 review 11:10 Richard 2:17 8:23 ridden 4:6 right 6:7 7:16 10:12 right-of-away 11:5 right-of-way 9:16 9:19 10:12,14 right-of-ways 10:10 11:5 rise 10:25 risk 8:10 road 9:1 room 11:4 Rose 3:14 6:14,24 7:3,4,7,7,8,12,13 9:21,24 10:1 Rosecrans 2:3 route 6:13 7:16 11:19 12:2 routing 10:22 run 8:10 11:21 runway 8:20 rural 8:8,12	scary 5:15 schedules 4:4 SCOPING 1:6 2:1 Scripps 11:17 second 4:23 10:17 11:19 sections 10:13 sector 7:1,2 security 9:9 see 4:14 8:25 9:3,10 9:12,14,16,24 service 11:18,25 set 7:22 Shorthand 2:5 13:3 show 4:8 10:9 shows 10:13,14 Shumaker 2:15 7:24 shuttle 9:7 Sierra 2:21 10:8 sight 8:14 single-track 3:19 sit 4:8 site 8:3,16 situation 5:14 slow 3:21 5:2 somebody 5:25 sorry 7:25 south 6:25 southbound 11:21 southwesterly 11:16 sparks 3:5,5,5 Speaker 2:23 12:2 SPEAKERS 2:10 Spillane 2:19 10:2 Stadium 6:18 12:3,4 staffing 6:3 State 2:6 13:4,16 station 4:8 5:8 9:6 stations 4:22 stay 10:24 stenographically 13:7 stop 5:2 8:5 11:23 stops 5:17 storage 5:5 straighten 3:24 Street 2:3 11:22 strong 6:12 studying 6:16 subscribed 13:12 sudden 5:2 suddenly 4:15 suggestion 3:9 supply 4:23 supporter 6:12 supposed 4:10 sure 10:3
J jam 7:6 Japanese 8:13 Jay 2:15 7:24 joins 7:7,8 Jolla 2:18,20 Judith 2:13 6:11	N N 2:9,15 name 13:12 Naval 11:22 necessary 7:19 need 5:8 11:6 needed 11:18,25 needs 7:18 10:15,24 11:2 negotiate 3:21 never 11:10 new 4:25 normal 6:8 north 6:25 7:3 notice 11:14 number 3:12,13	Q Qualcomm 6:17 7:17 12:3,3 question 4:20 questions 5:11,13 5:24	R radio 3:6 rail 3:22 4:3 8:4,24 9:4 10:18,20,20 10:23 11:5,7,8,11 11:15,18 12:1 railroad 3:16 rails 3:24 Ramada 1:8 2:2 Ranch 11:17	S sacrifice 8:17,17 San 1:8,16 2:2,3,11 2:14,16,21 3:1,25 7:17 8:6 9:2,4,14 9:15,20 11:20 Santa 11:21
K know 7:18	O obvious 5:10 October 1:15 2:4 3:1 Okay 3:11 4:11 5:1 6:10 Olguin 1:24 2:5 13:3,15 onboard 6:2 operation 6:9 operations 6:9 opinion 9:24 opportunity 10:5 original 11:11 ought 11:8 overdue 6:21	P PAGE 2:10		
L La 2:18,20 lanes 6:24,25 larger 3:5,5 late 10:21 LAX 9:1,2 lesser 3:11 Let's 4:14 levels 6:3 Limited 1:8 2:2 Lindbergh 8:3 9:1 line 10:20,20 11:7 11:11 lines 11:8 literally 8:17 little 4:15 5:10 live 9:23 local 4:24 locations 10:7 long 8:9 Los 9:13 lose 8:14 loss 6:10 lost 5:23 LOS/SAN 3:16,23 4:5 10:18 lot 9:22 Lynch 2:22 11:13				

Swink 2:13 6:11	urgency 8:13	1430 2:3		
synchronization 4:2	use 7:11	15 8:6 11:16,23 12:3		
synchronize 4:3	UTC 12:4	1821 2:17,19		
system 1:7 5:6,9	utilize 10:5	19th 10:21		
T	V	2		
take 9:9	valuable 7:4	2000 11:20		
taken 13:10	value 3:10 7:14 8:11	2009 1:15 2:4 3:1		
technology 5:4 7:18	8:14,15	13:13		
tell 10:11,14	venues 4:4	2289 2:13		
terminus 9:4	versus 4:5	25,000 3:10		
Thank 6:10 11:12	voltage 3:4,4,11	3		
12:1,5	volts 3:10	3 2:11		
thing 9:12	W	3:00 2:4		
things 7:6 10:2	W 2:11 3:3	32nd 11:22		
think 4:15,16 6:14	wait 4:9,9,9 8:9	4		
6:20,20,23 7:6,15	want 4:7,7 6:11,15	4904 2:15		
8:7,7	wanted 7:21	5		
thinking 11:6	waterfront 8:15,19	5 6:23		
Third 4:2 5:4	way 3:22 6:20 7:22	6		
time 9:10 13:10	9:25 11:9,22	6 2:13		
times 4:6	wealth 8:21	7		
touch 4:17	Wednesday 1:15	7 2:15		
Town 10:23	2:4 3:1	7:00 12:7		
track 4:24,25	weight 6:16 7:19	8		
tracks 10:17	went 4:15	8 2:17		
traffic 9:1	western 7:1	9		
trails 9:18	whereof 13:12	92037 2:18,20		
train 1:7 4:7,9,22,25	wide 10:15	92106 2:16		
5:1,5,7,14,16,18	widths 10:13	92107 2:11,14		
5:21 6:2,7 9:17	wildlife 7:11 9:22			
trains 3:17,20 10:3	William 2:11 3:3			
transcribed 13:7	wind 3:18			
TRANSCRIPT 1:6	witness 13:12			
2:1	Wolf 2:17 8:23			
transcription 7:22	wrong 6:1 11:8			
13:8	X			
transferred 9:6	X 2:9			
transportation 4:4	Y			
10:6	years 6:22			
travel 9:18	Z			
trends 8:8	zigzagging 12:4			
trolley 3:25 6:22	#			
true 13:9	#106 2:13			
trying 7:6	#205 2:15			
tunnel 5:14,17,21	1			
5:22 7:18	10 2:19,21			
two 3:13 8:20	11 2:22			
two-runway 8:1	12 2:23			
U	12959 1:24 2:5			
unacceptable 11:12	13:16			
underground 10:23	14 1:15 2:4 3:1			
10:24,25				
Unidentified 2:23				
12:2				
Union 9:5				
University 10:23				

Kris Livingston

From: Katherine Wood [katherine_e_wood@hotmail.com]
Sent: Tuesday, November 03, 2009 10:04 PM
To: HSR Comments
Cc: rosecanyon@san.rr.com
Subject: high speed rail through rose canyon

To whom it may concern,

I am a resident of University City, and I am completely opposed to installing a high speed rail line through Rose Canyon. There are much better alternatives that need to be studied right away, such as the I-15 to Qualcomm route. Please study this, and other routes, and leave Rose Canyon alone.

One of the reasons San Diego is such a good place to live is its balance of natural and urban areas. By destroying this balance, you destroy some of the beauty, and reason, to live in San Diego.

Katherine Wood

Kris Livingston

From: ben l wroblewski [benwroble.1@juno.com]
Sent: Tuesday, November 24, 2009 2:49 PM
To: HSR Comments
Subject: LA-SD HST SECTION VIA INLAND EMPIRE

MR. DAN LEAVITT;

ATTEN; HST PROJECT EIR/EIS

I WOULD LIKE A FULL STUDY OF THE I-15 TO QUALCOMM STADIUM ROUTE

I DEFINITELY OPPOSE THE HIGH SPEED RAIL PROJECT THRU ROSE CANYON

THIS IS HOW THE PROJECT WILL AFFECT ME:

I BOUGHT THIS PROPERTY TO ENJOY THE VIEW, AND THE QUIET EXPANSE OF LIVING ON A CANYON. I AM SENIOR CITIZEN WHO WORKED ALL HIS LIFE TO ENJOY MY RETIREMENT. NOW, SOMEONE FROM OUT OF THE SAN DIEGO AREA IS THREATENING TO MESS UP THE LIFE OF MANY SENIORS WHO BOUGHT IN THIS AREA. IF THIS PROJECT GOES THRU, IT WILL INSTANTLY REDUCE OUR PROPERTY VALUES.

WHO THE HELL DO YOU THINK YOU ARE? BUILD THE RAIL LINE RIGHT WHERE YOU LIVE AND STAY OUT OF MY NEIGHBORHOOD!!

BEN WROBLEWSKI

Kris Livingston

From: kimwu@juno.com
Sent: Thursday, November 19, 2009 10:51 AM
To: HSR Comments

I strongly oppose a High Speed Rail line through Rose Canyon. Rose Canyon Open Space Park is irreplaceable. The High Speed Rail Authority's own studies say high speed rail projects are generally not compatible with parks due to the noise and visual impacts. Thousands of people use this park for recreation. Hundreds of students walk to the park from nearby schools for field trips. The city has also preserved this park as habitat for plants and wildlife. There should be a full study of alternative routes that do not go through or near Rose Canyon, including the I-15 to Qualcomm Stadium route

Sincerely,

Kim F. Wu
4240-49 Porte de Palmas
San Diego, CA 92122

Kris Livingston

From: Howard Yeh [hmyeh23@yahoo.de]
Sent: Wednesday, November 18, 2009 5:43 PM
To: HSR Comments
Subject: LA-SD HST Section via the Inland Empire Comments

Dear CAHSRA,

I attended the Authority's public meeting in the UTC area of San Diego on Tuesday 11/10 and would like to submit my comments in writing. The audience focused primarily on the routing through UTC and Rose Canyon although other topics were touched.

1. This was my first time attending such a meeting and I learned a lot more information about the project, particularly the routing details, than I could ever find on your website. Thank you for holding such meetings and perhaps make the information easier to find on your website?

2. I was disappointed to learn that SANDAG may recommend that the proposed University City station be dropped. I am a heavy mass-transit user and I believe there are many like me in the UTC area. UTC is a big population center in San Diego with UCSD, many companies, and residences, prime for mass transit. Having a station in University City would allow local residents, workers, and visitors to access the HSR without having to transfer to/from other modes of regional (non-UTC) transit. Please reconsider this station.

3. I support the University City station but oppose its building through Rose Canyon. I believe building a tunnel underneath UTC, although more expensive, would preserve the beauty of Rose Canyon and be less noisy to surrounding residents. I mountain bike through Rose Canyon regularly and believe that San Diego is unique in having such a nice park within its city limits.

4. If the University City station is eliminated, it is imperative that MTS extends the Trolley to UTC and NCTD/SANDAG build a Coaster station at Nobel. UTC is such a large population center that easy access to the HSR is necessary, wherever that terminating station is eventually built.

5. If the University City station is eliminated, I support a station at Qualcomm Stadium. The large amount of land necessary for a terminating station is available. The Trolley already runs through there and provides easy access to SDSU, Old Town, East County, and downtown. Expanded Trolley service will be necessary to meet the demand.

6. I don't understand the reasoning behind building a terminating station at Lindbergh Field. That airport will be beyond capacity and a stated goal behind the San Diego line of the HSR is to increase passenger traffic to Ontario airport. There is no need to make it easier for Riverside and San Bernardino county residents to reach Lindbergh Field. San Diego county coastal residents can already take the Coaster or Amtrak to the Santa Fe Depot and transfer easily from there to Lindbergh Field.

Thank you for your attention. I have been living in the UTC for over ten years and am not a UCSD student. I am a heavy mass transit user and ride the bus daily to work and other activities. I ride my bike or walk to anything nearby. By rarely driving, I may be a minority in the area but I don't see why others can't be part of this increasing minority.

Sincerely,
Howard Yeh

Please include me on your mailing list to receive newsletters, information mailings, and meeting notices but do not include my address and phone number in the public record. Thank you.

3188 Morning Way
La Jolla, Ca. 92037
(858) 550-0180

Do You Yahoo!?

Sie sind Spam leid? Yahoo! Mail verfügt über einen herausragenden Schutz gegen Massenmails.

<http://mail.yahoo.com>



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 – La Jolla

☒ October 14 – San Diego

☐ October 15 – Escondido

Name (please print):

ROBERT M. YONEHITSU

City: SAN DIEGO

State: CA Zip: 92109

Organization/Business

Retired State Employee

E-mail:

Address:

2431 ALTO CELLO CIR. SAN DIEGO CA 92109

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I hope this project proceeds quickly. The many voices in favor
of High Speed Rail continually are drowned out by naysayers.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

Fold and Tape Completely Before Mailing



Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Today's Meeting Date/Location:

☐ October 13 - La Jolla ☒ October 14 - San Diego ☐ October 15 - Escondido

Name (please print): MARTORIE ZHOU City: San Diego State: CA Zip: 92101

Organization/Business: N/A E-mail: zhous@san-diego.edu

Address: 710 KETNER BLVD.

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

RE: SAN DIEGO STATION LOCATION

- Think of future transportation usage: when
+ What will air travel be like in San Diego in 2020-2050?
- What will private car travel be like then?
- HIGH-SPEED RAIL IS ALREADY OLD TECHNOLOGY. How will it be integrated with AIR-ROAD-OTHER RAIL/TROLLEY modes?
- Is a remote, integrated transportation hub, with easy and quick access to all areas of S.D. county more desirable?
- Do you really think adding the infrastructure for high-speed rail to Lindbergh Field will enhance these experiences?
- Wherever you put it, I'm looking forward to riding on it!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

Kris Livingston

From: Karin Zirk [kzirk@earthlink.net]
Sent: Thursday, November 19, 2009 9:20 PM
To: HSR Comments
Subject: Attn: Los Angeles to San Diego via the Inland Empire Section EIR/EIS
Attachments: KarinsCommentsNovember19.pdf

I have attached comments for the CA High Speed Rail project in PDF format.

<http://www.karinzirk.com>

Karin Zirk
2686 Hornblend Street
San Diego CA 92109

September 19, 2009

Via Email Transmission

Mr. Dan Leavitt, Deputy Director
California High-Speed Rail Authority
Attn: Los Angeles to San Diego
via the Inland Empire Section EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Leavitt:

I support the concept and goals of High Speed Rail (HSR). However, I oppose any degradation to the natural habitats within the Rose Creek Watershed, which includes but is not limited to, Rose Canyon Open Space Park, Marian Bear Natural Park, Mission Bay Park and the stretch of Rose Creek from the south end of Marian Bear Natural Park to its terminus in Mission Bay Park. I am very concerned about additional noise pollution along the east end of Mission Bay Park. The recreational experience is already negatively impacted by the noise pollution from Interstate 5 and additional noise pollution will further degrade the visitor experience. The east end of Mission Bay Park is heavily utilized by residents from outside the beach communities and include a number of users from neighborhoods lacking recreational facilities.

I request that the Project Level EIR/EIS consider any negative impacts to canyons and creeks with substantial natural open space. These include impacts on water quality, wetland ecosystems, habitat for wildlife, the San Diego County Multiple Species Conservation Program, designated parks, non-motorized transportation corridors, and recreational and educational opportunities in nature for urban and rural residents alike.

Special attention should be placed to insure that wildlife crossings are large enough to accommodate bobcats, mountain lions, deer and other larger mammals that traverse the ecosystems of San Diego and Riverside Counties. These crossings should also be accessible to hikers, bird watchers and other recreational users of Southern California's open spaces – formal or informal.

I have serious reservations about the ability of the High Speed Rail Authority to prevent noise pollution in our open spaces. A critical value that our natural spaces provide is the ability to get away from motorized and electronic noise pollution and prior studies have indicated noise pollution to have non-mitigatable impacts. Therefore, I feel the EIR/EIS should align the

tracks with existing freeways so that no new areas will be subjected to constant noise pollution. I strongly encourage the High Speed Rail Authority to study underground tunnels for the route where it cannot remain in the freeway right of ways that already contain negative visual and audible impacts.

I request that the Project Level EIR/EIS consider negative impacts to San Diego County planning efforts under the Multiple Species Conversation Program (MSCP) as well as on other uses of corridors including but not limited to plans for light rail expansion, double tracking efforts for existing rail transportation, the use natural canyon spaces for flood control purposes, the alignment of sewers and maintenance roads for sewer maintenance, and any negative impacts to existing or planned dedicated bike paths.

I request that the Project Level EIR/EIS include an analysis of the per unit cost to create parking spaces at proposed stations to meet the need of both short term and long term parking. The San Diego HSR Terminal should have easy vehicle access with plenty of parking (like that available at Qualcomm) and easy and quick public transit access to the San Diego airport and to downtown San Diego (which lack adequate parking).

I request that the Project Level EIR/EIS include an analysis of impacts to community plans for increasing non-motorized access between communities using modes of transportation such as biking, jogging, walking, rollerblading and skateboarding.

I and other individuals in the area are working on creating Lower Rose Creek Natural Park along Rose Creek from the southern end of Marian Bear Natural Park until it's terminus in Mission Bay Park. This critical wetlands habitat is one of few remaining creeks in the area, provides connectives for both wildlife and humans between two of the City of San Diego's designated Open Space Parks. In addition, this area has significant historical context and this area was home to one of the largest Kumayya villages under the Spanish.

I request that the Project Level EIR/EIS analysis include proposed ridership levels based on travel times between stations and that the routes selected serve communities in San Diego County not currently served by rail transportation.

I request that the HSR Authority conduct a full project-level analysis of the I-15 route to Qualcomm Stadium and beyond including under grounding the route from Qualcomm Stadium south to the terminus as a preferred alternative in addition to other potential alternatives. In the Program EIR/EIS, this route was found to have higher projected intercity ridership, less cost, less noise impact, fewer visual and aesthetic impacts, and to be shorter and faster, with higher train speeds.

I strongly encourage the HSR Authority to look at a station in the City of San Diego that is centrally located and accessible via multiple transportation options in an area with good ingress and egress and that serves the needs of other communities in the county such as La Mesa, El Cajon and Chula Vista. I remain open to alignments that avoid negative impacts to our precious remaining open space resources and that meet the transportation needs of San Diego County visitors and residents.

I would like to request that all future community meetings provide at least 30 days advance notice to stakeholders so that all parties can have time to attend meetings and stay abreast of this project. In closing, I would like to request that the following groups and I be listed as stakeholders in the Project Level EIR/EIS.

Friends of Rose Creek
4629 Cass St #188
San Diego CA 92109
858-405-7503

Rose Creek Watershed Alliance
4079 Governor Drive, #330
San Diego, CA 92122

San Diego Canyonlands, Inc.
3552 Bancroft St.
San Diego, CA 92104.

Thank you in advance for your consideration.

Respectfully,

Karin Zirk
kzirk@earthlink.net

Kris Livingston

From: Karin Zirk [kzirk@earthlink.net]
Sent: Thursday, November 19, 2009 9:15 PM
To: HSR Comments
Subject: LA-SD HST Section via Inland Empire
Attachments: FORC_commentsV2.pdf

I have attached a PDF letter from the Friends of Rose Creek. We respectfully request that you include these comments as part of the scoping process.

Regards,
Karin Zirk
Volunteer
Friends of Rose Creek
<http://www.saverosecreek.org>